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TAINTOR'S ROUTE AND CITY GUIDE

NEW YORK to BOSTON,
VIA
SPRINGFIELD ROUTE.

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THE

SPRINGFIELD ROUTE.

FROM

NEW-YORK TO BOSTON.

WITH

DESCRIPTIVE SKETCHES OF CITIES, VILLAGES, STATIONS,
SCENERY AND OBJECTS OF INTEREST ALONG
THE ROUTES.

ILLUSTRATED WITH MAPS.

Entered, according to Act of Congress, in the year 1867, by
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SPRINGFIELD
BE
NEW YORK AND BOSTON,
Via New Haven, Hartford, Springfield,
and Worcester.
For Walling's Route Guide.

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Jawntor's Route and City Guides,
Springfield Route from New York
to Boston with descriptive sketches of cities,
villages, stations, scenery and objects
of interest along the route

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SPRINGFIELD ROUTE.

NEW-YORK TO BOSTON.

THIS route comprises the New-York and New-Haven, the New-Haven, Hartford, and Springfield, and a part of the Boston and Albany Railroads, the latter including the Western and the Boston and Worcester. It is the oldest established and most popular of the all-rail through routes between New-York and Boston, and passes through the finest region and four of the largest cities of Southern New-England. Its importance as a local business route is second to none in the country of equal length, and becomes apparent when we consider that it passes through the heart of two of the greatest manufacturing States in the Union, and is the leading thoroughfare between the two most important commercial centres on the continent.

It is, therefore, hardly necessary to say that the entire route is fully and elegantly equipped, and the trains are run with a rapidity and regularity of appointment not to be surpassed on any route in the country. A double track extends the whole length of the line, and the cars are elegant to luxuriousness. The time occupied in making the through trip is usually about eight hours and a half, so that those desiring to catch a hasty glimpse of the scenery of the route are able to make the journey complete by daylight, on the same train.

The various points of interest will be described in order in this Guide, and it may suffice for the present to observe

that, inasmuch as the route for one third of the distance is along the borders of Long Island Sound, affording frequent views of water scenery, while another portion traverses the rich and fertile valley of the Connecticut, and still another portion penetrates the busy inland region of Central Massachusetts, a daylight passage over the route affords a pleasing variety of scenery, engaging the attention of the traveler with new and frequent objects of absorbing interest.

The total length of the route is 236 miles, as follows :

New-York to New-Haven, . . .	76 miles.
New-Haven to Springfield, . . .	62 "
Springfield to Worcester, . . .	54 "
Worcester to Boston, . . .	44 "

Total, 236 miles.

Three express trains daily pass each way over the route, *through without change of cars*. The time of starting changes slightly with the different seasons of the year, but usually does not vary materially from 8 A.M., 3 P.M., and 8 P.M., respectively for the morning, afternoon, and evening trains. The morning trains from either way reach their destinations about 5 P.M., the afternoon trains about 11 P.M. and the evening trains, which are provided with elegant and comfortable sleeping-cars, arrive early the next morning.

Besides the above express trains, frequent local accommodation trains run over the various portions of the route.

Full time-tables of the express and local trains will be found at the end of this book.

NEW-YORK AND NEW-HAVEN RAILROAD.

New-York to New-Haven, 76 miles.

This important railroad is a main thoroughfare, into which all the railroads of New-England pour tributary streams of travel and freight that gravitate toward the great metropolis.

HISTORY.

It was chartered on the 20th of June, 1844, and organized May 19th, 1846. The construction was commenced in September, 1847, and in January, 1849, it was opened for travel over its entire length. A double track was completed in 1854. From William's Bridge, about 16 miles from New-York, the road runs into the city over the Harlem Railroad, for which the New-Haven Road pays a certain sum for every passenger, amounting to over \$75,000 per annum. In 1848, the New-Haven and Northampton, or Canal Railroad, was leased to the New-York and New-Haven Railroad Company, and has since been operated by them. Arrangements were also made with the Hartford and New-Haven Railroad Company, by which cars are run over both these roads without change, and the interests of both roads, as well as the convenience of travelers, are promoted. The capital stock of the New-York and New-Haven Railroad Company is \$6,000,000, in 60,000 \$100 shares. In 1854, over-issues of shares, to the amount of about \$2,000,000, were disco-

vered to have been made by the President and transfer agent. The recognition of these over-issues was for some time resisted by the company; but a compromise has been effected by which they are now entirely liquidated. The cost of the road and equipment, up to 1860, was \$5,324,769; the amount of funded debt, \$1,000,000.

New-York is situated at the extremity of a long, narrow peninsula between the Hudson River and Long Island Sound, upon which three important railroads converge to the city, namely, the Hudson River, the Harlem, and the New-Haven, the two latter uniting, as already stated, at William's Bridge. In England it is said that all roads lead to London; and in New-England it is equally true that all railroads lead, *via* the New-Haven Road, to New-York; and every New-England railroad thus contributes, more or less, to this main trunk route. In its course to New-Haven it skirts the coast of Long Island Sound, as near to it as the irregularities produced by its numerous small bays and estuaries will permit.

SCENERY.

The peculiar character of New-England scenery begins to appear, soon after leaving the city, under very favorable and pleasing aspects. For many miles a succession of flourishing

suburban towns are seen, largely made up of the country residences of merchants and business men of the great city, of which many are costly and elegant, with beautiful grounds and surroundings. All these towns present an air of neatness, thrift, and good taste, and bear evidence of the general prosperity of the inhabitants. The surface is agreeably varied by gentle undulations, with the occasional appearance of rugged ledges of rocks and steep hills. Frequent glimpses are afforded of the Sound, with its numerous white-sailed vessels and swift-moving steamboats. In the summer months the shores of the Sound are sought by large numbers who wish to escape the heat and turmoil of the city. Spacious and well-kept hotels are abundant in almost every town, and many have been erected for the especial accommodation of summer visitants, where bathing, sailing, and fishing are accompanied by out-door clam-bakes and other pleasant accompaniments of a New-England seaside watering-place.

CONNECTIONS.

The connections of the New-York and New-Haven Railroad are, as already indicated, more or less directly with all New-England railroads. Its direct connections, however, are numerous and extensive. It forms a part of the two popular land lines from New-York to Boston. One of these, the Shore Line, follows the shore of the Sound to New-London, thence, *via* Stonington and Providence, to Boston. The other and older route passes through Hartford up the Connecticut River to Springfield, and then easterly, *via* Worcester, over the West-

ern and Boston and Worcester Railroads to Boston. From Boston and various intermediate towns and cities upon these routes, railroads radiate in every direction, intersecting New-England with a complete network of railway communication, and extending into the British Provinces. From New-Haven there are two routes running northerly. These converge, uniting at Northampton. Express trains run from New-York, by way of Hartford and Springfield, through to the White Mountains, Rutland, Burlington, and Montreal, and connections are made with all points in Western Massachusetts, Vermont, New-Hampshire, and the Canadas.

Five miles east of Bridgeport is the junction of the *Naugatuck Railroad*, extending up the Housatonic and Naugatuck Rivers to Winsted, 58 miles, through a thriving manufacturing region.

At Bridgeport the *Housatonic Railroad* connects, opening a communication, through Newton, with the Housatonic River, up which it extends from New-Milford, 35 miles from Bridgeport, to Pittsfield, on the Western Railroad, in Massachusetts, 110 miles from Bridgeport. This valley is also crowded with important manufacturing villages.

The *Danbury and Norwalk Railroad* extends from Norwalk up the Norwalk River nearly to its source, and terminates at Danbury, one of the county-seats of Fairfield county, 24 miles from Norwalk.

A double track extends all the way to New-Haven, and very thorough and systematic arrangements are made for the prevention of accidents. All valuable improvements in the construction and fitting up of cars, etc., have been

promptly adopted, and this road is surpassed by none in efficiency of management and in careful regard for the comfort and safety of passengers.

NEW YORK.

The passenger station of the New York and New Haven Railroad is at the Grand Central Depot, corner of Fourth avenue and Forty-second street, about 3 miles from the City Hall. It is most conveniently reached from the lower portion of the city by horse-cars, which leave City Hall Park, opposite the Astor House, every five minutes, and pass up Fourth avenue. Omnibuses also run from South Ferry up Broadway to Madison Square, and thence up Fifth and Madison avenues to Forty-second street. Lexington avenue cars start from the City Hall Park, carrying passengers to the depot, and those of Sixth avenue from the corner of Vesey street and Broadway, near the Astor House, to within two blocks of it. Fifth avenue omnibuses start from Fulton Ferry, passing up Broadway, Fourteenth street, and Fifth avenue, within one block of the depot. Second avenue cars, starting from Peck slip, carry passengers east of the station within two blocks.

The Grand Central Depot is the largest and finest in the United States and is well worth a visit as a specimen of architectural beauty and magnificence.

At the depot the locomotive is attached, and the train continues in Fourth avenue to its termination at the Harlem River. At Fiftieth street we pass between the buildings of Columbia College, one of the wealthiest institutions of learning in the country. The handsome brick building on the right,

and the older one on the left, are appropriated to the "School of Mines," a department of the College recently organized, and now in successful operation. There are many other fine public buildings in this neighborhood, including St. Luke's Hospital, the Catholic Orphan Asylum, the Catholic Cathedral, in process of construction, and several benevolent institutions, for a more particular description of which see *Taintor's New York City Guide*. At Fifty-ninth street we come opposite the lower corner of the Central Park, which extends northerly $2\frac{1}{2}$ miles parallel with the railroad. Within its limits may be seen the castellated building, formerly a State arsenal, now converted into a museum and art gallery. We soon pass into a deep cutting in gneiss rock, whose strata have a general dip toward the south. Although this part of the city is not yet built up, the long lines of buildings in progress, the piles of brick and lumber, and the excavations for new foundations indicate that at no very distant day the whole island of Manhattan will be covered with compactly crowded buildings.

HARLEM.

New York City and County.

8 m. fr. City Hall. Fr. Boston 228.

This local name has been given to that part of the city of New York lying near the Harlem River and adjacent to Third avenue. It has grown up quite rapidly, and contains many very neat and comfortable residences of a

less expensive character than those which generally occupy the lower part of the city. There are, besides, a number of manufactories of rubber, chemicals, carriages, etc. The bridge over the Harlem River, connecting New-York with Westchester county, is at the end of Third avenue. It has been recently rebuilt in a very strong and durable manner. Besides this and the railroad bridge there are two others, namely, the Central Bridge, connecting with Seventh and Eighth avenues, which may be seen about a mile to the left, and King's Bridge, at the end of the Bloomingdale Road, or the extension of Broadway, 5 miles north of the railway bridge. About 2 miles north of the railway is the High Bridge, a magnificent structure of stone, supporting the Croton Aqueduct, 114 feet above the river. The beauty and grandeur of this structure and the romantic scenery in the vicinity makes this a most attractive place of resort in the summer. Omnibuses run from the Harlem station on the arrival of the trains. After crossing the river into Westchester county, we come into a more rural and very pleasant region, passing through the prosperous and rapidly growing suburban towns of Morrisania and West-Farms, both of which are interspersed with numerous villages, which bid fair, however, to become eventually joined together in one large town or city, forming a continuation of the parent metropolis of New-York. The enormous rents and taxes of the city are rapidly driving its population to seek homes where these burdens are lighter, and where fresh air, green fields, fruit-trees, and pleasant flower-gardens may be added to the comforts of home.

In the township of Morrisania are the stations of Mott Haven, Melrose, and West-Morrisania; and in West-Farms township are West-Farms, Tremont, and Fordham stations. These, however, are stations of the Harlem Railroad, over which the New-Haven passes as far as the junction, near Mount Vernon, and the trains for New-Haven seldom stop at any of them. A branch railroad extends from Morrisania to Port Morris, on the East River, about 2 miles.

WILLIAM'S BRIDGE.

West-Farms, Westchester Co., N. Y.
14 m. fr. N. Y. Fr. Boston, 222.

This station is in the north-east corner of the township, and the village lies partly in Westchester township and on both sides of the Bronx River—a pretty stream—the entire extent of whose valley above this point is traversed by the Harlem Railroad.

WOODLAWN CEMETERY.

15 m. fr. N. Y. Fr. Boston, 221.

About four hundred acres of the beautifully undulating grounds on the western slope of the Bronx Valley have been tastefully laid out for a rural cemetery, which bids fair to become one of the most picturesque and attractive of these homes of the dead. A more particular description will be found in *Walling's New-York City Guide*.

MOUNT VERNON,

Eastchester, Westchester Co., N. Y.,
17 m. fr. N. Y. Fr. Boston, 219,
 Is about one mile east of the junction of the New-Haven and Harlem Railroads. The New-Haven road here turns east toward Long Island

Sound. A large number of streets and lots are here laid out, which are being rapidly occupied with dwellings and other buildings.

PELHAMVILLE.

Pelham, Westchester Co., N. Y.,
18 m. fr. N. Y. Fr. Boston, 218.

On the east bank of Hutchinson's Creek, in the northern extremity of the township. The township was formerly a part of "Pelham Manor," which was purchased for the French Huguenots who settled in this vicinity.

NEW-ROCHELLE.

New-Rochelle, Westchester Co., N. Y.,
20 m. fr. N. Y. Fr. Boston, 216.

Situated upon the shore of Long Island Sound, upon which it fronts for about a mile. This pleasant village was incorporated in 1857. It has many elegant villas and country residences of people doing business in New-York. It was formerly a part of "Pelham Manor," settled by the Huguenot refugees in 1690. Population of the township, 3968. Thomas Paine resided here at the time of his death, in 1809. His monument still remains, although his remains were removed to England by Mr. Cobbett.

CHATSWORTH.

Mamaroneck, Westchester Co., N. Y.,
22 m. fr. N. Y. Fr. Boston, 214.

A new town has been laid out near the station. The residence of E. K. Collins, Esq., formerly the proprietor of the Collins steamers, is about half a mile east of the station, fronting on the Sound. Near this place is a rocking-stone estimated to weigh one hundred and fifty tons, which may be moved by the hand.

MAMARONECK.

Mamaroneck, Westchester Co., N. Y.
24 m. fr. N. Y. Fr. Boston, 212.

This is the original Indian name, denoting "the place of rolling stones."

The village lies partly in the township of Rye. The two townships are divided by Mamaroneck River. Shell drake Creek runs into this river a little north of the railroad. During the revolution some important events occurred in this town. The day before the battle of White Plains, Colonel Smallwood surprised and cut off a large body of the enemy under Major Rogers, stationed upon Nelson Hill. Colonel White of the Continental Army was overtaken near this place by Lieutenant Dickford, and some thirty stragglers who had taken refuge upon the ice were killed. The railroad crosses the Mamaroneck River, a little beyond the station, on an arched stone bridge. Population of the township, 1393.

RYE.

Rye, Westchester Co., N. Y.
27 m. fr. N. Y. Fr. Boston, 209.

This village lies on the east side of Mockquams or Blind Brook. Rye Beach, nearly two miles south-east, is a popular summer resort.

PORT CHESTER.

Rye, Westchester Co., N. Y.
29 m. r. N. Y. Fr. Boston, 207.

An enterprising and flourishing village, lying on the Byram River, which here forms the line between New-York and Connecticut. It has five churches, several private seminaries, several extensive manufactories, etc.

EAST PORT CHESTER, on the other side of the river, is in Connecticut.

GREENWICH.

Greenwich, Fairfield Co., Ct.

31 m. fr. N. Y. Fr. Boston, 205.

There are many fine residences in this place, and a general air of comfort and good taste pervades it. There are two large churches—the Congregationalist and Episcopal. The former is built of stone in a conspicuous place, and its spire is visible for several miles on either side of the station. The Episcopal church stands further east on the brow of a hill.

A little east of the station the railway passes through a rock cut in the prolongation of the same hill, down which General Putnam made his daring descent on horseback when pursued by General Tryon's dragoons, during the Revolution. The hill is about a hundred feet high and quite steep. Stone steps had been constructed for the accommodation of people attending the church on the summit. The place is about ten rods south of the large white house which stands in sight from the railway a little east of the Episcopal church. The stone steps have been removed, but the place is still called "Put's Hill."

COS COB.

Greenwich, Fairfield Co., Ct.

32 m. fr. N. Y. Fr. Boston, 207.

Situated on the Miantus River, over which we cross on a draw-bridge forty feet in height. The village of Cos Cob is about half a mile north of the railway.

STAMFORD.

Stamford, Fairfield Co., Ct.

37 m. fr. N. Y. Fr. Boston, 199.

Stamford is one of the prettiest villages on the road. It is about half a mile north of the station, and is finely laid out with wide, shady streets, fine drives, and parks. It is a popular resort during the summer months. Quite a number of wealthy merchants and business men of New-York City reside here. Population of the town, 8000. Population of the village, about 4000.

Abundance of water-power is furnished by the Stamford or Trone River, also by the Micanus River, which runs through the western part of the town. A canal has been cut from the Sound up to the village. The bridge, from which a fine view of the Sound is afforded, is built of stone, and arched.

DARIEN.

Darien, Fairfield Co., Ct.

41 m. fr. N. Y. Fr. Boston, 195.

This is an agricultural town. The principal village is half a mile south of the station, on the Goodwife River.

NORWALK.

Norwalk, Fairfield Co., Ct.

45 m. fr. N. Y. Fr. Boston, 191.

One of the most flourishing towns in the State. The village around the station is called South - Norwalk. Norwalk village is about one mile and a half north of the station. Population, 7582. A large business is done in planting and raising oysters, in which some five hundred men are employed. There is an extensive straw hat manufactory here, employing some two thousand operatives, beside other important manufactories. A horse-railroad

has been built, principally by the enterprise of one individual, Mr. Lockwood, a wealthy broker doing business in New-York, who resides here.

Just east of the station is the drawbridge, which was the scene of a terrible accident a few years ago, which caused the enactment of a law requiring all trains to come to a full stop before crossing a drawbridge.

WESTPORT.

Westport, Fairfield Co., Ct.

48 m. fr. N. Y. Fr. Boston, 188.

This is the seat of an active and increasing business. The village proper is 2 miles north of the station, on both sides of the Saugatuck or Westport River. It contains 8 churches, 1 bank, and about 25 stores. There are several cotton and other factories here. Vessels of 7 feet draught pass through the railway draw-bridge and up to the village without difficulty. Population, 3293.

SOUTHPORT.

Fairfield, Fairfield Co., Ct.

52 m. fr. N. Y. Fr. Boston, 186.

This beautiful village is situated in the south-west corner of Fairfield township, between the railway and the sound. It contains 3 churches, 2 banks, an academy, and a very fine public high-school building. It has a good harbor for small vessels, and its tonnage, amounting to 25,000 tons, is said to be larger in proportion to its size than that of any other port in the United States. Population, about 1200. Within the borough limits is a portion of the "Pequot Swamp," where the Pequots made their last stand, in 1637, when they were finally exterminated by the whites under Captain Mason.

FAIRFIELD.

Fairfield, Fairfield Co., Ct.

54 m. fr. N. Y. Fr. Boston, 182.

One of the county-seats of Fairfield county, Danbury being the other. It is built on a fertile plain east of the railway, about half a mile from the sound. The principal street is quite broad, running nearly parallel with the railway, and is built up with handsome and commodious residences. A fine Congregational church has recently been erected near its center. In the southern part of the village, near the water, is the Mariere Pavilion, a large hotel and favorite summer watering-place. A little east of this village is Black Rock village, whose harbor is the finest in the State, with the exception of that of New-London.

North of the village, near the middle of the township, is "Greenfield Hill," the scene of President Dwight's poem of that name. Population of the township, 4379. Fairfield village was burnt July 7th, 1779, by General Tryon, who sailed the day before from New-Haven. Two hundred houses were on fire at once; and during the conflagration a terrific thunder-storm arose, producing a scene of terrible grandeur.

BRIDGEPORT.

Bridgeport, Fairfield Co., Ct.

59½ m. fr. N. Y. Fr. Boston, 176½.

Formerly a part of Stratford, set off in 1821, and incorporated as a city in 1836. It is located on a level plain, principally on the west side of Pequonnoc River, or Bridgeport Harbor, as its wide mouth is called. The main part of the town is built with much neatness and good taste. The land

risers in the rear to the height of 50 feet above the lower town, and affords some splendid locations for private mansions. These locations are rapidly being occupied with tasteful and elegant residences by the enterprising and wealthy citizens of the place. Barnum's magnificent residence, Iranistan, built in the oriental style of architecture, was burnt several years ago, and the place is now owned by Elias Howe, the ingenious inventor of the sewing-machine. Mr. Barnum subsequently resided at Lindencroft, a little west of Bridgeport, within the limits of Fairfield.

RAILROADS, ETC.

The city has been greatly stimulated in its growth by the construction of the Housatonic and Naugatuck Railroads. The former extends 110 miles to Pittsfield, on the Western Railroad, in Massachusetts, and brings down a large trade from the important manufacturing valley of the Housatonic River. The Naugatuck Railroad courses up the valley of the Housatonic to Birmingham, and thence up the Naugatuck, one of its branches, and terminates at Winsted, 62 miles from Bridgeport. A line of steamboats runs twice a day between Bridgeport and New-York, connecting with the trains of these roads. The harbor is a safe one, but not deep enough for large vessels, as the bar at its mouth has only 13 feet of water over it at high-tide. Quite a large coasting trade, however, is done here.

MANUFACTURES.

The manufactures of Bridgeport are various and important. The Wheeler & Wilson sewing-machine establish-

ment is a model of neatness and systematic ingenuity. It employs about 800 hands, and turns out about 200 finished machines per day, with a standard of finish varying from a plain table to a highly ornamented rosewood case. One two-story building, just north of the railroad, in East-Bridgeport, including its wings, if stretched out in a continuous line, would be more than half a mile in length; and another, more compactly built, where the heavy work is done, covers two acres and three quarters.

The Howe Sewing-Machine Company, owned principally by Elias Howe, the original sewing-machine inventor, is on the east side of the river, and presents an imposing double front to the railway. An immense business is also done here.

The Hotchkiss Hardware Manufactory is another very extensive and important establishment, where various articles of hardware are made in large quantities, and where heavy contracts for steel projectiles to be furnished to the Government were promptly executed during the war.

Among the other important manufactories are the American Water-Proof Company, a branch of the New-Haven Arms Company, the Pacific Arms Company, the Simpson Water-Proof Company, the Spring Perch Company, the Bridgeport Patent-Leather Company, the Union Metallic Cap and Cartridge Company, the Williams Silk Company, the Bridgeport Brass Company, the Fred. Wood Carriage Company, and several others.

The population of the city is about 17,000, and is rapidly increasing. There are two fine parks—*Washington Park*, on the east side of the river,

containing a natural grove, and the new *Sea-Side Park*, situated on the beach south-east of the city. Here ample accommodations for bathing have been fitted up. The *Bridgeport Library Association* have a well-selected library of about 9000 volumes.

Bridgeport is the birthplace of Charles S. Stratton, born in 1832, who became so famous under the name of "General Tom Thumb." Of the ordinary size at birth, he suddenly ceased growing at the age of seven months, and his stature at maturity was only 28 inches. He made a brilliant tour through Europe in 1844, in company with Mr. Barnum, appearing before nearly all the crowned heads of the Old World. In 1863 he married Lavinia Warren, a dwarf whose stature was about equal to his own.

STRATFORD.

Stratford, Fairfield Co., Ct.

62 m. fr. N. Y. Fr. Boston, 174.

The principal street of this pleasant village, extending from north to south, is ornamented with fine shade-trees. General Wooster, who lost his life in the revolution, was a native of this town. The entire township is quite level. Population, 2294. About two miles from here we cross the Housatonic River and come to

NAUGATUCK JUNCTION.

Milford, New-Haven Co., Ct.

64 m. fr. N. Y. Fr. Boston, 172.

The Naugatuck Railroad Company run their cars over the track of the New-Haven Railroad from Bridgeport to this place. From this point the road runs north through *Derby*, *Birmingham*, *Seymour*, and *Waterbury* to *Winsted*. The Housatonic

River forms the line between **Fairfield** and New-Haven counties.

MILFORD.

Milford, New-Haven Co., Ct.

67 m. fr. N. Y. Fr. Boston, 169.

A village of considerable importance, situated at the mouth of the Wopowang River, which furnishes some water-power. The town is generally level. The harbor is a good one, admitting vessels of 200 tons. Serpentine marble is found in the town. There are 5 churches, 13 stores, a high-school, and a large manufactory of straw goods. Population, 2823.

Many of the residences are large and elegant, and the large elms which line the principal streets give the place a pleasant and rural aspect. Just after leaving the station we pass a cemetery, in the south-west corner of which, near the railroad, is a brown-stone monument 30 feet in height, erected to the memory of soldiers who died here during the revolutionary war from hardships and cruel treatment in the British prison-ship at New-York. 200 of them were landed here in a sick and dying condition, and many of them, dying within a short time, were buried here in one common grave.

WEST-HAVEN.

Orange, New-Haven Co., Ct.

74 m. fr. N. Y. Fr. Boston, 162.

This village is in the south-east corner of Orange township, near the line of New-Haven City, of which it is a suburb, and with which it is connected by omnibuses and a horse-railroad. *Savin Rock*, a pleasant watering-place, is near this station, and is much frequented by the residents of

New-Haven and others. There are two seminaries here, male and female.

NEW-HAVEN.

New-Haven Co., Ct.

76 m. fr. N. Y. Fr. Boston, 160.

HOTELS.—*New-Haven House, Tontine, and Tremont.*

This is one of the most important and attractive of New-England cities. It is situated at the head of a spacious and safe though somewhat shallow harbor, about five miles in length and two in width, opening into Long Island Sound, into which empty the Quinnipiac and Oyster Rivers

New-Haven is regularly laid out with numerous wide and long avenues, and public squares, beautifully shaded with magnificent elms, the growth of half a century, from which it has received the appellation of the "Elm City." These stately trees afford a grateful shade during the summer months, imparting to the city a charmingly-rural aspect. Over many of the principal streets their spreading branches have united into natural gothic arches, affording long vistas of singular and unrivaled beauty. Temple street, passing through the "Green" from north to south, is particularly noticeable in this respect.

Conjointly with Hartford, New-Haven is one of the capitals of the State, the annual sessions of the Legislature being held in these cities alternately.

It is largely engaged in manufactures, which have contributed greatly to the growth and prosperity of the city. Among these that of carriages is the most extensive branch, comprising from 40 to 50 establishments, and giving employment to sev-

eral thousand hands. It has also large manufactories of clocks, shirts, India-rubber goods, boots and shoes, and almost every variety of brass and iron ware.

An extensive coasting trade is carried on, and a larger foreign commerce than that of any other port in the State. A number of vessels make regular voyages between this port and the West-Indies, returning laden with molasses, sugar, and tropical fruits.

A long wharf, nearly a mile in length, extends south to the deep-water channel, enabling vessels of considerable size to receive and discharge their cargoes.

THE "GREEN"

Covers an area of sixteen acres in the centre of the city, upon which stands the State House—built in the Grecian Doric style, after a model of the Pantheon at Rome—containing, besides the legislative halls, the State offices. Trinity Church, a fine specimen of Gothic architecture, is upon the south side, near Chapel street. The Centre Church, where Leonard Bacon, D.D., preached for more than forty years, is one of the oldest, and, perhaps, the leading Congregational church in the State. North of this, on Elm street, stands the North Church. Nearly 40 other churches are scattered over its limits. During the reaction that followed the execution of Charles I. in England, three of the judges who condemned him to death fled to New-Haven, living for several years secreted in a cave, now called Judges' Cave, upon a high bluff about three miles west of the city. A monument has been erected to their memory in the rear of the

Centre Church, and is inclosed by an iron railing.

The new *City Hall*, fronting the "Green," upon Church street, was erected in 1862, at a cost of \$100,000. It is built of Portland and Nova Scotia stone, laid alternately in courses, and is said to be modeled after a public building in Paris.

YALE COLLEGE.

The crowning glory of New-Haven, however, consists in its numerous and excellent educational institutions, first among which is Yale College, venerable with years, and known and honored throughout the world. Though younger than Harvard by a few years, and not as richly endowed, yet in the thoroughness and breadth of its classical and scientific culture it is held in the highest estimation. It is properly a university, having connected with it excellent schools for the study of the different professions. The college buildings occupy an entire square. The dormitories, chapel, and recitation halls are in front, extending from Chapel to Elm street. In the rear of these is the *Alumni Hall*, a fine building of Portland freestone, where the examination of applicants for admission to the college is held, and the large gatherings of the alumni at the annual commencements. This building also contains the fine halls of the societies of "Linonia" and "Brothers in Unity," and a hall used by the Professor of Music. The *Library Building* is next, south, also built of freestone, consisting of a main building with two wings, and ornamented with turrets, niches, and carved cornices. It contains nearly 100,000 volumes. The *Yale School of the*

Fine Arts, recently built, is, perhaps, the most costly and attractive building in the city. It was erected by Augustus R. Street, Esq., at a cost of nearly \$200,000, and by him presented to the University. It is to be used as a depository for the Trumbull collection of paintings, which have, for a long time, been in the possession of the college, and of such other works of art as from time to time may be donated to it. It contains studios and rooms for professors, where instruction is to be given in the various departments of æsthetics.

The *Sheffield Scientific School* has recently been enlarged, and is most complete in the advantages which it affords.

The city contains a number of young ladies' seminaries, and several institutions for boys, of a wide reputation. Among these, the *Hopkins Grammar School*, and the *Collegiate and Commercial Institute* of General William H. Russell, a military school, may be specially mentioned.

Hillhouse avenue should not escape the notice of the traveler. Facing it on the north, upon an elevation, is the Hillhouse Mansion, the former residence of Mr. James Hillhouse, for a long time a treasurer of Yale College, and the individual to whom New-Haven is largely indebted for its noble elms. From him this avenue has received its name, and is lined with residences of surpassing elegance, ornamented with beautiful yards, rare trees, and shrubbery. That of Joseph Sheffield, Esq., at its entrance, is particularly fine.

SUBURBS.

In the vicinity of New-Haven there are many pleasant walks and drives.

East and West Rocks, the one about a mile north-east, and the other two miles north-west of the city, afford an extended and unrivaled prospect from their summits. About half a mile south of West-Rock is the residence of "Ik Marvel," known as "My Farm at Edgewood." Crossing to the East-Haven side, there is no pleasanter drive than that to Fort Hale, about 3 miles down the bay, or upon the west side to Savin Rock, a delightful summer resort.

New-Haven is connected with the villages of Fair Haven, Westville, Newhallville, and West-Haven by horse railroads, which afford a ready means of visiting the most interesting localities of the city and its suburbs. Its prominent hotels are the New-Haven House, nearly opposite the college, and superior in every respect, the Tontine, facing the "Green," and the Tremont House, on Orange street. A few miles from the city, upon the shore of the Sound, are several hotels, where visitors may enjoy every variety of sea food, nicely prepared, as well as fishing, sailing, and sea bathing. The Savin Rock House, upon a point of the land about 4 miles south-west, is easily reached by omnibuses, which run hourly, and it can accommodate over a hundred and thirty guests. The Branford Point House and Double Beach House are reached by cars on the New-Haven and New-London Railroad.

COMMUNICATIONS.

Two daily lines of steamers run to and from New-York—the one starting from the foot of Long Wharf, and the other from Belle Dock, at the mouth of the Quinnipiac. Four railways terminate

here, namely, the New-York and New-Haven, the New-Haven, Hartford, and Springfield, the Canal Railroad and the New-Haven and New-London, all of which make use of one common depot or station-house. The projected Air-Line Railway from Boston to New-York is to connect here with the New-York and New-Haven Road, which forms a part of the line. A charter has been recently granted for another railway, connecting New-Haven with Derby and the Valley of the Naugatuck and Housatonic Rivers. The surveys for this road have already been made, and its completion may be anticipated within a year or two.

Besides the memories that cluster around Old Yale, New-Haven has been the residence and home of a large number of eminent men. The old cemetery on Grove street contains the graves of the distinguished in public and private life. Among them are those of Roger Sherman, one of the signers of the Declaration of Independence; of Noah Webster, the author of Webster's Dictionary; of Presidents Stiles and Dwight, of Yale College; Chauncey A. Goodrich; Eli Whitney, inventor of the cotton-gin; of Benjamin Silliman, the father of physical science in this country; of Admiral Foote and Theodore Winthrop, and of Lyman Beecher, (said to be the "father of more brains than any other man in America.") New-Haven has furnished Connecticut with governors, United States senators and representatives, military heroes, and large numbers of men, honored both at home and abroad. Here John Davenport preached to the early settlers under an ancient elm, and many a revolutionary

hero has left the impress of his feet beneath its classic shades. Any traveler who has never visited this most beautiful of New-England cities will do well to pause here for a time, though it be simply to recall the *historic* reminiscences which gather about it. The peculiar characteristics which it presents, of city and country combined, render it without a superior in the number and variety of its attractions.

NEW-HAVEN, HARTFORD, AND SPRINGFIELD RAILROAD.

HARTFORD TO SPRINGFIELD.

This railroad bisects the State of Connecticut, passing through its most populous, wealthy, and picturesque portions. Commencing at New-Haven, the most important city in the State, it runs nearly north along the valley of the Quinnipiac River to Meriden, and thence by easy grades through the borough of Meriden to Hartford. From hence its route is along the west bank of the Connecticut River, passing through Windsor and Windsor Locks. Just above the latter place it crosses the Connecticut upon a magnificent iron bridge, 1525 feet long, recently constructed at a cost of \$265,000. It then runs along the east bank of the river with few curves to Springfield. From Berlin a branch runs to the city of Middletown, ten miles, and another to New-Britain, two miles.

It was originally chartered as the "Hartford and New-Haven Railroad," in 1833; was commenced in 1836, and finished in 1838, being the first railroad constructed in Connecticut. In 1844 it was extended to Springfield. Its entire cost up to 1860 was \$3,362,019, including equipments. Pecuniarily it has been a very successful work, paying its stockholders large dividends. Its capital stock is \$2,350,000, namely, \$2,050,000 in Connecticut, and \$300,000 in Massachusetts. A double track is laid throughout its entire extent.

Forming a portion of the great land route between Boston and New-York, it receives a large portion of the business tending to and from New-York, not only of the region north, including the Connecticut valley, but also of central and eastern Massachusetts, and the entire States of Maine and New-Hampshire.

Its own local business is extensive and important. Along its entire extent a variety of manufacturing establishments have been erected, building up around them busy and prosperous villages. Numerous cotton and woolen mills, and manufactories of fire-arms, cutlery, mechanical instruments, and that almost endless variety of manufactures for which Connecticut is noted, and which have rendered the State famous for constructive skill and ingenuity, give employment to the teeming population along the route. The constant growth of the region in population and productive industry is, of course, accompanied by a corresponding increase in the prosperity of the railroad. Its pleasing scenery and matters of local interest will be more particularly noticed in the descriptions of the different places passed through.

CONNECTIONS.

New-Haven, the southern extremity of this railroad, is the most important port on Long Island Sound, and stea

mers run twice a day to and from New-York in connection with this railroad, and many sailing-vessels bring coal, lumber, and other articles, and receive freight in return for various points along the coast. The *New-York and New-Haven Railroad*, the great trunk railroad of New-England, affords railway communication directly with the great metropolis, and indirectly with all the world, and the *Shore-Line Railroad* communicates with the entire northern coast of Long Island Sound. At Hartford, the *Hartford, Providence, and Fishkill Railroad*, or the *Boston, Hartford, and Erie*, as it is more recently called, traverses the State of Connecticut in the east and west direction, opening up a populous manufacturing and agricultural region, passing through Willimantic, Plainfield, and Providence on the east side, and New Britain and Waterbury on the west. An extension in this latter direction to Fishkill is projected, by which Hartford will be directly connected with the Erie Railway and the great West. The northern branch, or direct line to Boston, will traverse an important manufacturing section of Northern Rhode Island, passing through Pas-

coag and Woonsocket, while other branches already built connect Thompson, Connecticut, with Webster, Southbridge, Millville, and Blackstone, Massachusetts, all important manufacturing places. At Springfield, the *Western Railroad* extends east and west to Boston and to Albany through the heart of the commonwealth of Massachusetts, connecting on one side with New-England's metropolis and all her important cities, and on the other, with Western Massachusetts, New-York State, and the fertile prairies of the West.

The *Connecticut River Railroad*, running north from Springfield, forms another link in the great northern route to all parts of Vermont, New-Hampshire, and the Dominion of Canada.

The skill and ability of the management of this road are shown by its eminent pecuniary success, as well as by the almost entire absence of accidents. The gentlemanly conductors upon its trains are noted for their politeness and attention to the wants of travelers, and the long and well-filled trains are made up of commodious cars containing all the modern appliances for comfort.

NORTH-HAVEN.

North-Haven, New-Haven Co.

83 m. fr. N. Y. Fr. Boston, 153.

A village on the Quinnipiac River. Mill River flows along the western border of the town, and the railroad crosses it by a stone bridge. The village contains three or four churches, an academy, and several stores. Large quantities of brick are manufactured here.

WALLINGFORD.

Wallingford, New-Haven Co.

88 m. fr. N. Y. Fr. Boston, 148.

The village is beautifully situated on elevated ground, with broad, straight streets, finely shaded. It is quite a manufacturing place. Among others are an establishment for the manufacture of German-silver ware and a large button factory, etc. Three fourths of a mile from the village is Mount Tom, a

small eminence, on the slope of which a branch of the Oneida Community has a farm of 228 acres, 30 of which are devoted to orchard, vineyards, and growth of smaller fruit. The amount of capital at starting was said to be \$5500, and is now estimated at \$31,000. The strawberries grown on five and two fifths acres in the summer of 1865 amounted to \$5300. A new building for education was recently erected at a cost of \$3500.

YALESVILLE.

Wallingford, New-Haven Co.

91 m. fr. N. Y. Fr. Boston, 145.

The village is about half a mile west of the station, on the Quinnipiac River. Britannia, hardware, etc., are manufactured here.

MERIDEN.

Meriden, New-Haven Co.

94 m. fr. N. Y. Fr. Boston, 142.

This flourishing place was incorporated as a city in 1867. It stands on the hills upon both sides of the railroad. Manufacturing is the chief business of the town. Among the most extensive of these is the Meriden Britannia Company, whose main building is three stories high, 466 feet long, and 40 feet wide. Besides, there are three other buildings 100 feet long. The establishment gives employment to about 400 hands. Ivory piano-keys, ivory combs, cutlery, lamp-trimmings, castings, door-knobs, hardware, tin-ware, balmoral skirts, etc., are manufactured on a large scale, and sent to all parts of the country. The city contains five churches, two banks, two newspaper offices, and an academy.

The *State Reform School*, which is of brick, west of the railroad, and one mile north, is a fine building. It may be seen from the cars in passing. This institution is most successfully managed, and to all appearances is answering the end for which it was designed.

BERLIN.

Berlin, Hartford Co.

102 m. fr. N. Y. Fr. Boston, 134.

The village is a little south of the depot on a hill east of the railroad. Two branches of the *New-Haven, Hartford, and Springfield Railroad* start from this place, one extending to NEW-BRITAIN, two and a half miles north-west, and the other ten miles south-east to MIDDLETOWN. The manufactures comprise various kinds of hardware, carriages, and other articles. The manufacture of tin-ware was early introduced here, and is still carried on.

NEW-BRITAIN,

This flourishing village can be seen from Berlin. Manufacturing is the chief business of the place. Among the most important are stockinet goods, bank and safe locks, jewelry, hooks and eyes, cabinet hardware, harness trimmings, rules, plumbs and levels, locks, house trimmings, and general hardware. The manufacturing is all done by steam-power, and is very successful. The *State Normal School* for the training of teachers is located here. The village is lighted with gas, and is supplied with water from a reservoir of 175 acres, at an elevation of 200 feet, giving a natural pressure sufficient to throw water to extinguish fires, and entirely superseding engines.

MIDDLETOWN,

On the Connecticut River, is ten miles from Berlin. The city is finely situated on an acclivity commanding a fine prospect. The elevated portions of the city contain many elegant mansions, surrounded by highly ornamented grounds. It is sometimes called the "*Forest City*," on account of the great numbers of shade-trees it contains. The Custom-House and Court-House, constructed of Chatham freestone, are the principal buildings.

WESLEYAN UNIVERSITY, a flourishing institution, under the direction of the Methodist denomination, occupies a fine elevation, overlooking the city and the valley of the Connecticut. Steamboats from Hartford to New-York have a landing here.

THE STATE ASYLUM FOR THE INSANE is located on a hill just south of the city limits. It is now in process of erection, at a probable cost of \$250,000. The State has already appropriated \$185,000.

The city contains several manufactories. Opposite Middletown are the famous Portland freestone quarries, which are the most extensive in the world. They give employment to from 6 to 800 hands, 100 horses, 200 oxen, and 40 schooners. The quality of the stone is superior to that found in any other quarry. It covers an area of about half a mile, and is supposed to be 500 feet deep.

NEWINGTON.

Wethersfield, Hartford Co.

107 m. fr. N. Y. Fr. Boston, 129.

A small village in north-east part of the township. It contains a satinet facto-

ry, a few houses and fine farms, and a church.

HARTFORD.

Hartford Co., Ct.

112 m. fr. N. Y. Fr. Boston, 126.

HOTELS, *Allyn House, Trumbull, and United States.*

This city, which is one of the capitals of the State, is situated on the right bank of the Connecticut River, at the head of navigation, and 50 miles from Long Island Sound. The site is considerably elevated, and the surface somewhat broken. The city is for the most part regularly laid out, and has many fine streets running parallel with the river, which are intersected at right angles by streets running from east to west. The city is compactly built, and is mostly of brick and freestone. Main street, which reaches from the northern to the southern extremity of the city, dividing it into nearly equal parts, contains many of the public buildings, churches, and retail stores. Most of the wholesale business is transacted on State and Asylum streets, which extend east and west from Main street, the former to the river. Asylum street is the centre of the cotton and woolen goods trade.

COMMUNICATIONS.

The Connecticut River affords to Hartford means of direct communication with all places on the river and Sound. Daily lines of steamboats run to New-York and points on the river, and a tri-weekly line to New-London and Sag Harbor, L. I. An important coasting business is also carried on by sailing and steam freight vessels.

The New-Haven, Hartford, and Springfield and the Boston and Erie (Providence, Hartford, and Fishkill) railroads intersect at Hartford and jointly occupy the splendid passenger station on Asylum street. The former opens communication immediately, or by close connection with other routes, to New-York, New-Haven, Springfield, Boston, Albany, and all points north; and the latter connects to Worcester, Boston, Providence, Norwich, New-London, and, when completed to the Hudson River, will there meet the Erie Railway, making a direct line to the Great West.

BUSINESS.

Hartford is favorably situated for manufactures, trade, and commerce. There are about 24 incorporated companies here, having \$8,000,000; engaged in commercial and manufacturing enterprises. The most important articles of manufacture are fire-arms and hardware of various kinds. *Sharp's Rifle Factory* may be seen from the car windows, east of the railroad, on the outskirts of the city. *Coit's Rifle and Pistol Factory* is the largest in the country, and is located on the bank of the Connecticut River. A fine view of it is obtained from the boats as they pass by.

Hartford is noted for being a great centre of the insurance business. Many of the oldest and most extensive companies in the country have their main offices here.

Book publishing has always been carried on here on an extensive scale.

BENEVOLENT AND CHARITABLE INSTITUTIONS

Of the city are well organized, and are

justly its pride. The *Deaf and Dumb Asylum*, standing just within the western limits of the city, on Asylum street, is the finest institution of the kind ever established in the United States. Rev. Mr. Gallaudet, LL.D., who went to Europe in 1816 for the purpose of ascertaining the best method of imparting instruction to the deaf and dumb, brought home with him M. Laurent Clerc, a deaf-mute, who had won great success as a teacher in Paris, under Abbé Sicard. Under his direction the institution has risen rapidly into public favor. The average number of pupils at present is 220. The *Insane Retreat*, founded in 1822, is in the south-west part of the city, on a gentle elevation, commanding an extensive and most beautiful prospect. The buildings are surrounded with 17 acres of ground, finely ornamented with walks, shade-trees, and shrubbery.

EDUCATIONAL INSTITUTIONS.

Trinity College (Episcopal) is on the east side of the railroad, and a little removed from the centre of the city. It is richly endowed, and offers good advantages to students. The *Theological Seminary*, formerly at East-Windsor Hill, has been permanently removed to this city, and will be soon located in fine new buildings. The *Connecticut Historical Society* has a library of 5000 volumes, and a great number of ancient documents and manuscripts. The *Young Men's Institute* has a library of 10,000 volumes. The *Watkinson Library* is intended for reference, no books being drawn. \$100,000 was left by David Watkinson, Esq., for the purpose of establishing this library. It was first opened in 1866. The

Wadsworth Athenæum contains some valuable relics. Among these are a chest from the Mayflower, Miles Standish's dinner-pot, Benedict Arnold's watch, General Putnam's tavern-sign, and sword carried by him at Bunker Hill, a link of the chain stretched across the Hudson at West-Point during the Revolution, bomb-shells thrown into Stonington, Nathan Hale's powder-horn, etc. The "Old Charter Oak," so long an object of interest to visitors, is now dead. Parts of it are preserved in the library.

PUBLIC BUILDINGS.

The *State House*, erected in 1792, is the most important public building. It is in the Doric order, 114 feet by 76, and 54 feet high. In the State Library are preserved many letters from the kings of England. The oldest, written in 1666, bears the autograph of Charles II. In the Senate Chamber are many fine paintings. Among these are one of Washington, by Stuart, and those of all the Governors of the State, from Governor Winthrop to the present time. The celebrated Hartford Convention was held in this room. The *City Hall*, fronting on Market Square, is a handsome building of Grecian architecture, containing the police court-room, a large hall for public purposes, and the city market.

Near Trinity College is the *PARK*, containing 30 acres, which cost, in purchasing and laying out, over \$270,000. *Park River*, which is on the northern boundary of the Park, is crossed by several stone bridges.

Hartford is the residence of many persons who have gained distinction in literature and politics. Among these are Professor and Mrs. Stowe, Rev. Dr.

Bushnell, Gideon Welles, James Dix on, Isaac Toucey, Gen. Jos. R. Hawley, Henry C. Deming, Gail Hamilton, etc. Mrs. Sigourney resided at Hartford during her long literary career.

The first settlement made in Connecticut was commenced at Hartford in 1636 by colonists from Plymouth, and this city is surrounded by many historical reminiscences of interest.

WINDSOR.

Windsor, Hartford Co., Ct.

118 m. fr. N. Y. Fr. Boston, 120.

This village is built principally on one street, which is parallel with the river, and is beautifully shaded. This street is about 2 miles in length. Windsor is not a place of much business save farming.

SOUTH-WINDSOR, about 2 miles distant across the river, is known as the birthplace of Jonathan Edwards.

WINDSOR LOCKS.

Windsor Locks, Hartford Co., Ct.

124 m. fr. N. Y. Fr. Boston, 114.

On the right bank of the Connecticut River, where it is crossed by the New-Haven, Hartford, and Springfield Railroad. The bridge is of stone, 450 feet in length, with 7 arches, and was built at a cost of \$40,000. It is quite a manufacturing village, and contains extensive paper-mills, iron and steel works, machine-shops, a spool-cotton mill, foundry, etc. A canal, navigable for boats of 85 tons burden, has been cut around the rapids in the Connecticut at this place at a cost of about \$300,000, furnishing an immense hydraulic power for the manufactures.

WAREHOUSE POINT.

East-Windsor, Hartford Co.

125 m. fr. N. Y. Fr. Boston, 113.

A thriving manufacturing post village. One of the finest bridges in this country crosses the Connecticut at this point—the great Iron Truss Bridge. It is 1525 feet long. The whole weight of track and all is about 800 tons. It cost \$265,000. On account of the great demand upon the iron works in this country during the war, the contractors had this work cast in Manchester, England. In about one year afterward the bridge was shipped. Upward of 100 workmen were employed, many of whom came from England for the special purpose, and in February, 1866, it was completed.

There are 17 piers supporting the bridge. The longest span, in the centre of the river, is $177\frac{1}{2}$ feet. Of the others, 8 are $88\frac{1}{2}$ feet in length, another, 140. The remaining distances between abutments are less. Each span is made up of a wrought-iron truss of horizontal plates. The width of the top of the bridge is $17\frac{3}{4}$ feet. The spans are firmly fastened to the piers below. One end of each span rests upon 4 iron rollers. The rollers are on every other pier, the ends of the spans upon the intervening ones being secured by masonry, so that it is impossible for it ever to get loose. The whole frame of the bridge was put together in England, in order to detect any mistake which might have occurred in the casting. Part of the 175,000 rivets which hold the pieces together were put in by machinery in England. During the whole time of putting up the new bridge not a train was delayed, nor was a person seriously injured in

performing this extensive work. The strength of the bridge is so great that it is estimated a line of engines, stretching from one shore to the other, would only amount to about one seventh of the weight it is able to sustain. The track passes over the top of the bridge, and the height above low-water mark is 47 feet. The bridge is painted red, which makes it a prominent object, even at a distance. A good view may be obtained from the car-windows just after leaving Windsor Locks, going north, or before reaching Warehouse Point, coming south. A closer inspection, however, is necessary for a full appreciation of this mammoth structure.

THOMPSONVILLE.

Enfield, Hartford Co.

129 m. fr. N. Y. Fr. Boston, 109.

This village is on the east bank of the Connecticut River, at the mouth of the Freshwater River. It takes its name from Colonel Orrin F. Thompson, the founder of the *Hartford Carpet Works*, located here. The manufacture of carpeting began here in 1828, has been gradually increasing, and is now one of the largest establishments in this country. Ingrain and Venetian of the first quality are made here. The machinery is worked by steam. One of the engines is 500 horse-power. There are 127 ingrain and 14 Venetian looms, which use 3000 tons of coal annually. This establishment turns out a daily product of 6000 yards. The wool is all imported. The capital of the company is about \$1,500,000. Three miles below this place the river is divided by a large island, which is mostly of red sandstone formation.

LONGMEADOW.

Longmeadow, Hampden Co.

134 m. fr. N. Y. Fr. Boston, 104.

On the left bank of the Connecticut River, just over the Massachusetts line. The inhabitants are generally engaged in agricultural pursuits. The soil is good, and the abundant harvests attest its richness and fertility. The first settlement here was in 1644.

SPRINGFIELD.

Hampden Co., Mass.

138 m. fr. N. Y. Fr. Boston, 100.

HOTELS. *Massasoit, and Haynes, and Cooley's Hotel.* All three are near the R. R. Station, and convenient for travelers.

This city is situated on the left bank of the Connecticut River. The site comprises the level along the river bank and the western portion of an elevated plain extending east several miles. This is one of the handsomest and most flourishing cities of the State. The streets are regularly laid out, and, for the most part, intersect each other at right angles. Main street, which is the business centre of the city, is a broad, handsome avenue, nearly three miles in length. Near the centre of the city is a beautiful inclosure, tastefully arranged and adorned with walks and shade-trees. The buildings are mostly constructed of brick, and many of them display much taste and elegance of design.

The western portion of the city is rapidly growing and improving. Two bridges cross the Connecticut at this point, one used by the Western Railroad; the other, 1324 feet long, for ordinary travel.

PUBLIC BUILDINGS.

Among the public buildings, the *United States Arsenal* stands first. It is on Armory Square, east of Main street. The Armory was established in 1795, and has been a source of great profit to the city. It is the most extensive armory in the Union. The buildings, which are of brick, are arranged around a fine square of about 20 acres. From a cupola on one of them a good view of the city and surrounding country may be had. The manufactures of this arsenal have been on the largest scale. During the Rebellion, from April, 1861, to June, 1865, 791,134 guns of various patterns were turned out. The number manufactured during the four years of the war exceeded the number manufactured during the previous sixty-five years that the armory had been in operation. The amount of moneys passing through the hands of the paymaster during the rebellion was \$12,000,000. The armory furnishes employment to about 2800 men. About 175,000 stand of arms are constantly kept on hand. Besides the Arsenal are the City Hall, a fine modern structure, the Court-House, Jail, and many elegant churches.

MANUFACTURES.

Mill River furnishes good water-power to the city. There are several paper manufactories and iron establishments. Besides these there are locomotive and railroad-car establishments, also factories for the manufacture of woolen goods, pistols, spectacles, and shoes. Smith & Wesson's manufactory turns out \$1,000,000 worth of pistols annually. A large business in harness, trunks, saddles, etc., is carried on. The manufacture of paper collars,

boxes, and envelopes is becoming an important business.

A considerable publishing business is also among the important interests of Springfield.

RAILROADS.

Springfield is the centre of a great railroad travel. The Connecticut River, the New-Haven, Hartford, and Springfield, and the Western Railroad

meet here. The railroad depot is a spacious building, and very conveniently arranged. The tracks, which terminate in Boston, New-York, and Albany, are all within a few feet of each other.

Just after leaving Springfield, Brightwood, the residence of "Timothy Titcomb," J. G. Holland, may be seen. It is upon an eminence, overlooking the surrounding country, and is half hidden among the trees.

BOSTON AND ALBANY RAILROAD.

HISTORY.

This central railway of Massachusetts is the oldest and by far the most important in the State. It traverses the heart of the Commonwealth from east to west, and not only opens a communication between its most distant portions, but connects its metropolis with the cities, towns, and villages of the Western States. It is made up of the Boston and Worcester and the Western Railroads, the former extending from Boston to Worcester, and the latter from Worcester to Albany, with a branch from Chatham Four Corners to Hudson. The *Boston and Worcester Railroad* was chartered June, 1831. The charter, which was the first in the State, expressly authorizing the use of the locomotive, provided that no other road leading in the same direction should be built within five miles from its route, and that the State might purchase the road after thirty years from its completion, on paying the cost of construction and such sums in addition thereto as would be equal to dividends of ten per cent annually on such cost. With this limitation the charter is perpetual. The construction was commenced August, 1832, and completed in July, 1835. This was the first road in New-England upon which the locomotive was used as the motive-power for passenger trains.

The *Western Railroad* was chartered February, 1833. The construc-

tion was commenced in 1837. The eastern division, from Springfield to Worcester, 54 miles, was completed October, 1839. The western division, from Springfield to the New-York line, was completed and the entire road in Massachusetts opened October, 1841. The portion in New-York State, chartered as the Albany and West-Stockbridge Railroad, May, 1836, was completed in September, 1842, by the Western Railroad Company of Massachusetts, to whom it was leased for the duration of its charter. The two roads form, practically, one line, though two organizations are necessarily kept up in the two States. The *Hudson and Boston Railroad*, extending from Chatham Four Corners to Hudson, is also the property of the Western Railroad, having been purchased by them in 1854. Arrangements are now being made to consolidate the Boston and Worcester and Western Railroads.

BRANCHES AND CONNECTIONS.

These are numerous and important. At Brookline the Woonsocket division of the *Boston, Hartford, and Erie Railway* diverges, extending to Woonsocket, Rhode Island, through Newton and Medway, 38 miles.

A short branch extends from *Auburndale to Newton Lower Falls*, two miles.

From *Natick* a branch extends to *Saxonville* in Framingham, 3 miles.

From South-Framingham a branch

extends to *Milford*, 12 miles, and the *Boston, Clinton, and Fitchburg Railroad* extends from here through Clinton to *Fitchburg*, where it connects with roads running through the northern part of Worcester county and through Keene, New-Hampshire, and Rutland, Vermont, to Burlington, etc.

At *New-England station* (Grafton) a branch diverges to *Millbury*, three miles.

At *Worcester* a junction is made at the Junction station with three railroads, namely, 1st, the *Providence and Worcester*, which threads the busy manufacturing valley of the Blackstone River, through Millbury, Millville, Blackstone, Woonsocket, and Pawtucket to Providence, at the head of Narragansett Bay; 2d, the *Worcester and Nashua Railroad*, connecting Worcester *via* Fitchburg with Northern Massachusetts, New-Hampshire, and Vermont, and *via* Groton Junction with North-Eastern Massachusetts and South-Eastern New-Hampshire, including the important manufacturing cities of Lowell, Lawrence, Nashua, and Manchester, also connecting it with Concord, the capital of New-Hampshire, Montpelier, the capital of Vermont, and so on to the White Mountains and to St. Albans, Rouse's Point, Montreal, etc.; and 3d, the *Norwich and Worcester Railroad*, passing into and down the valley of the Quinebaug River, thickly studded, like the Blackstone River, with large and important manufacturing villages. This road, with the Western, from Worcester to Boston, forms the railroad portion of the popular *Norwich and Worcester line* from New-York to Boston, over which the "steamboat train," most luxuriously

fitted up, runs without change of cars, the remainder of the passage being made on the magnificent steamboats running between New-London and New-York.

At Palmer the *New-London Northern Railroad* crosses the Western, connecting it with the fertile agricultural regions of Massachusetts, through which it passes, and with several important cities, towns, and villages, among which may be mentioned New-London, Norwich, and Willimantic on the south, and Amherst, Belcher-town, and Greenfield on the north. This railroad forms a through line from New-London to the Northern Connecticut Valley, Rutland, Burlington, Montreal, etc.

At Springfield the railroad crosses the Connecticut River with its line of railways up and down. Here the great and favorite inland railroad route between New-York and Boston enters upon the Boston and Albany Railroad. On the north, connections are made to all parts of New-Hampshire, Vermont, and Canada. The *New-Haven and Northampton or Canal Railroad* crosses the Western at Westfield, forming another line of connection between the Northern Connecticut Valley and New-Haven.

From Pittsfield the *Pittsfield and North-Adams Railroad* extends to the latter place, where it connects with the Troy and Boston. At Pittsfield and West-Stockbridge the *Housatonic Railroad* connects with the Western by two branches, bringing it into communication with the populous manufacturing valley of the Housatonic River, in Western Massachusetts and Connecticut. At Chatham Four Corners is the junction of the *New-York and*

Harlem Railroad with the two diverging sections of the Boston and Albany Railroad, namely, the Albany and West-Stockbridge, and the Hudson and Boston Railroads. At Hudson connections are made with the Hud-

son River steamboats, etc., and the Hudson River Railroad, and at Albany with the Great New-York system of railroads, extending north, south, and west.

INDIAN ORCHARD.

Springfield, Hampden Co., Mass.

144 m. fr. N. Y. Fr. Boston, 92.

East of Springfield the grade rises for three miles about 60 feet per mile. Indian Orchard is a village on the Chicopee River, in the north-east corner of Springfield. Some manufacturing is carried on here, and a short branch railroad runs into the village. There are a number of small lakes or ponds in this vicinity. The railroad, soon after leaving Indian Orchard, comes into the valley of the Chicopee River, which here flows westward, emptying into the Connecticut River at Chicopee, two miles above Springfield.

WILBRAHAM.

Hampden Co., Mass.

147 m. fr. N. Y. Fr. Boston, 85.

The station is at North-Wilbraham, a small village three miles north of the centre village. At the latter place is the Wesleyan Academy, an institution of high reputation, founded in 1824. There are also several stores and two churches. In the town are four woolen mills, one paper-mill, one grist-mill, and four saw-mills. At this point the railroad leaves the valley of the Chicopee, which makes a bend around to the north.

PALMER.

Hampden Co., Mass.

153 m. fr. N. Y. Fr. Boston, 83.

This village is about two miles south of the centre of the town, and owes its growth almost entirely to the railroads which centre here. The town is furnished with fine water-power by the Chicopee, Ware, and Swift Rivers, which unite at the village of Three Rivers, about two miles north-west of Palmer station. Among the manufacturing establishments are one woolen and three cotton mills, manufactories of boots, shoes, castings, scythes, etc. Many of these are on a large scale, and the business of the place is rapidly increasing. In 1853, one of the State Almshouses was established here and may be seen on the south side of the Chicopee River.

The junction of the *New-London Northern Railroad* is here. This road extends through a fertile and prosperous agricultural region of Connecticut and through the important manufacturing towns of Willimantic and Norwich to New-London, where it connects with steamboats on Long Island Sound to New-York, etc. It also extends northerly through Amherst and Belchertown to Grout's Corner in Montague, where it connects with various railroads running north, up the Connecticut Valley, east through

Franklin and Worcester counties, to Fitchburg, etc.

BRIMFIELD.

Brimfield, Hampden Co., Mass.

157 m. fr. N. Y. Fr. Boston, 79.

A watering station at "Powers's Corners," near the junction of Brimfield, Warren, and Palmer townships.

WARREN.

Warren, Worcester Co., Mass.

163 m. fr. N. Y. Fr. Boston, 73.

A village of considerable importance near the centre of the town and on both sides of the Chicopee or Quaboag River. It is a romantic and pretty village, possessing extensive water-power, which is employed to a considerable extent. There are manufactories of cotton cloth, cotton-warp, cassimeres, machinery, ink, etc., etc.

Quaboag Seminary is located on a slight eminence overlooking the village.

WEST-BROOKFIELD.

West-Brookfield, Worcester Co., Mass.

167 m. fr. N. Y. Fr. Boston, 69.

The village known as West-Brookfield Centre is half a mile north-east of the station. The village is celebrated in colonial history for a desperate defense made by the inhabitants against the Indians in 1675. The people collected into one house, which the Indians, after burning about 20 other buildings, assailed and besieged for three days. Failing to overcome the desperate defense, they loaded a cart with combustibles, set it on fire, and thrust it against the building. A shower of rain at that moment extinguished the flames, and, before it could be renewed, assistance arrived and the Indians were put to flight.

Wickaboag Pond, north of the station, covers 300 acres.

300,000 pairs of boots, valued at over \$900,000, were manufactured in this town in the year ending May 1, 1865. About 350 hands were employed in the business.

The railroad crosses the Chicopee just west of this station.

BROOKFIELD.

Brookfield, Worcester Co., Mass.

169 m. fr. N. Y. Fr. Boston, 67.

The village of Brookfield, often called "South-Brookfield," is situated about half a mile north of the station. The town of Brookfield (including the village of East-Brookfield) manufactures about \$500,000 worth of boots and shoes per annum.

At Brookfield the railroad leaves the banks of the Chicopee River, which originates as the outlet of Quaboag Pond, (sometimes also called Pondunk Pond,) which lies about $1\frac{1}{2}$ miles east of here, and is about two miles in circumference. A short distance south of it is another pond, called "South Pond," which is about a mile in length.

The railroad, on leaving Brookfield, bears to the north-east across a large marsh called Great Swamp, which is traversed by "Seven Mile River," the principal tributary of Quaboag Pond, and is substantially a branch or a continuation of the Chicopee.

EAST-BROOKFIELD.

Brookfield, Worcester Co., Mass.

172 m. fr. N. Y. Fr. Boston, 64.

This village is in the north-eastern part of the town, and is of comparatively recent growth. Here is another large pond, known as Furnace Pond. This place has a foundry for the manu

figure of castings and hollow ware, employing half a dozen hands.

Just east of the village the railroad crosses Seven Mile River, and soon leaves the beautiful valley of the Chi-copee.

SPENCER.

Spencer, Worcester Co., Mass.

174 m. fr. N. Y. Fr. Boston, 62.

A small settlement. The village of *Spencer Centre* is about two miles north-east from the station. The town of Spencer is elevated and rough but fertile. Just east of the station the railroad turns abruptly south and runs up the valley of a small stream called Cranberry Brook, and, bearing east of Cranberry Meadow Pond, it surmounts the summit and reaches a new slope whose waters run southward into the Quinebaug, and finally reach Long Island Sound by the Thames at New-London, Ct.

The town of Spencer contains three woolen and two wire manufactories.

CHARLTON.

Charlton, Worcester Co., Mass.

179 m. fr. N. Y. Fr. Boston, 57.

This station is three miles north of *Charlton Centre*, and the village of *North-Charlton* is about a mile and a half south-east. *Charlton City*, another small hamlet, is two miles south-west of the station.

Ten miles south of here, on the Housatonic River, is the important manufacturing village of *SOUTHBRIDGE*, to which a railroad from Charlton station is talked of.

CLAPPVILLE.

Leicester, Worcester Co., Mass.

183 m. fr. N. Y. Fr. Boston, 53.

A small manufacturing village in the

extreme southern limit of the town. In passing from Charlton to Clappville, the railroad begins to bear northward again. East of the latter station is another short curve to the south-east, then, turning again, resumes the north-easterly course to Worcester. The deviation from a straight course, between East-Brookfield and Worcester, adds nearly six miles to the distance traveled.

WORCESTER.

Worcester Co., Mass.

192 m. fr. N. Y. Fr. Boston, 44.

HOTELS, Bay State, Waldo House.

The city is located partly in the Blackstone Valley, and partly on the elevations which rise on the east and west sides. It is a flourishing inland city, and from it to the north the valley of the river is narrow, so that the city seems to be surrounded by hills on all sides except the south-east.

The houses, for the most part, though unpretentious, are neat and tasteful, and there are, upon some of the hills, many elegant villas and cottages surrounded by handsome gardens and grounds. The general aspect is quiet and charming, suggestive of home and industry, rather than luxury or extravagance. Main street, two miles in length, and beautifully shaded with walnut and elm-trees, is the principal street. The public buildings, leading hotels, and principal churches and banks are on this street.

MANUFACTURES.

The manufactures of Worcester are various and extensive. Steel and iron wire, cotton and woolen goods, mechanic tools of every description, agricultural implements, boots and shoes,

fire-arms, castings, railroad-iron, and machinery of all varieties are among the most important. Messrs. Washburn & Moen send out annually thousands of tons of wire, used in the manufacture of telegraphs, pianofortes, buckles, reeds, skirts, cards, and springs.

Besides the more extensive establishments there are, in and about Worcester, upon the Blackstone and numerous other streams, a great number of smaller mills and factories, employing less capital and fewer hands each, but whose aggregate production is by no means inconsiderable. In fact, the greater portion of the manufactures of the city is made up of the varied and ingenious products of these innumerable small mills and shops.

RAILROADS.

Five railroads centre in Worcester, namely, the *Boston and Worcester*, *Providence and Worcester*, *Norwich and Worcester*, and *Western*, [together forming the Boston and Albany Railway,] and *Worcester and Nashua*, which, with their branches and connections, render this one of the most important railroad centres in New-England, and constitute one of the principal causes of the remarkable growth of this city.

Worcester is also the capital and emporium of one of the largest and most important rural counties in the Union, embracing one of the most productive agricultural regions in the State.

INSTITUTIONS.

Besides most excellent schools, for which Worcester has long been celebrated, the city has several institutions worthy of special notice.

The American Antiquarian Society, founded in 1812, established through the generosity of Isaiah Thomas, the editor of the first folio Bible published in the United States. The building is in the Italian style of architecture, 50 by eighty feet, and two stories in height. It contains the Society Library, of 35,000 volumes, many of them rare and valuable specimens of early printing. It has also plaster casts of Michael Angelo's celebrated statues of Christ and Moses. The casts were purchased in Rome, and presented to the Society by Hon. Stephen Salisbury.

A *Public Library*, established in 1859, contains nearly 25,000 volumes. The Consulting Library, the gift of Dr. Green, is considered the best in New-England.

The State Lunatic Asylum, established here in 1832, stands on an elevation in the eastern part of the city. It comprises several large buildings, conveniently constructed. The whole are arranged in the form of a square, and are surrounded by spacious grounds. The statistics show that great benefit has been derived from the treatment here, and indicate the thoroughness and excellence with which the establishment is conducted.

The Mechanics' Association has a fine library of 2500 vols. The Hall, erected by this Association, is one of the handsomest buildings in New-England. It seats 2500 persons, and has a remarkably fine organ.

The College of the Holy Cross, two miles south of the city, stands on a commanding eminence, and is under the control of the Jesuits.

The *Oread Institute* for girls, on Main street, is an attractive building.

Two miles east of the city is *Quinn*

Quinsigamond Lake, a beautiful body of water, widely known as the place usually selected by the students of Yale and Harvard Colleges for their annual regattas. East of Worcester the railroad passes around the lower end of the lake, of which a fine view is afforded from the cars.

MILLBURY.

Millbury, Worcester Co., Mass.

197 m. fr. N. Y. Fr. Boston, 39.

After leaving Worcester the railroad has an ascending grade toward the east, continuing about one mile to the summit, which is in a deep rock-cutting. Here a sharp bend is made toward the south, the route being a short distance west of, and nearly parallel with, the shores of Quinsigamond Lake. A charming and extended view is here obtained. The cars pass on very high ground, from which from time to time may be seen the beautiful sheet of water, surrounded by forest, and interspersed with numerous islands, also covered with trees. In the distance, across the lake, the village of *Shrewsbury* may be seen with its church-spires, completing, with the beautifully undulating country around, one of the most charming pictures upon this route.

Millbury Station is merely the junction of a branch railroad to the village of MILLBURY, three miles south-west, a large and important manufacturing place. Cars are drawn over this branch by horses, connecting with the trains to and from Boston.

GRAFTON STATION.

Grafton, Worcester Co., Mass.

198 m. fr. N. Y. Fr. Boston, 38.

This station is in the extreme north-

ern part of the town, near the south line of *Shrewsbury*. A little west of it the railroad passes through a severe rock cutting, and crosses the lower end of the Quinsigamond Lake. *Watchusett Mountain*, in *Princeton*, twenty miles north-west, elevated 2016 feet above the sea, may here be seen.

New-England Village, about one mile to the south, has valuable water-power and extensive cotton mills. There is a beautiful village in the centre of the township, chiefly employed in the manufacture of boots, shoes, and leather.

WESTBOROUGH.

Westborough, Worcester Co., Mass.

198 m. fr. N. Y. Fr. Boston, 32.

This is a town of considerable importance, and the main village, a handsome and thriving one, is directly on the railroad. The chief business of the place is the manufacture of sleighs, boots, shoes, straw and palm-leaf hats, bonnets, etc. There are four saw-mills and four grist-mills in the town.

Hopkinton Mineral Springs, about three miles south-east from the station, in the town of *Hopkinton*, have some local reputation. They contain carbonic acid and carbonate of lime. They are three in number, each differing from the other in its composition.

About two miles north of the village, near *Chauncey Pond*, a pretty sheet of water, a State Reform School is located. The building is a spacious brick edifice, standing in the midst of extensive and highly cultivated grounds. A large water-cure establishment is in operation about a mile north-west of the station. *Westboro* is the native place of *Eli Whitney*, the inventor of the cotton gin, a

machine for separating the seeds from the cotton.

SOUTHBOROUGH.

Southborough, Worcester Co., Mass.
202 m. fr. N. Y. Fr. Boston, 28.

This station is at Southville, a small manufacturing village on Sudbury River, in the southern portion of the township. The centre village, which is about three miles to the north-east, contains a handsome town-house, two churches, and a public library of 1000 volumes. There are three boot and shoe establishments in the town, employing upward of 300 hands.

CORDAVILLE.

Southborough, Worcester Co., Mass.
209 m. fr. N. Y. Fr. Boston, 27.

A small manufacturing village on the Sudbury River, which forms the south line of the town, separating it from Ashland.

ASHLAND.

Ashland, Middlesex Co., Mass.
212 m. fr. N. Y. Fr. Boston, 24.

The principal village of the town of Ashland, which was set off from Framingham, Hopkinton, and Holliston in 1846. It is situated upon Sudbury River, near the confluence of Cold Spring Brook. The boot and shoe business is extensively carried on here, and there are besides, two flouring mills, one woolen mill, and a mill for grinding emery, a manufactory of harness for power looms, etc. On the north of the station the Baptist church and town-house may be seen, and on the south the Congregational church. The neatness and good taste displayed in the streets, buildings, and surroundings are strikingly noticeable. This village and the others along the route

between it and Boston, may be fairly considered as suburbs of that metropolis.

FRAMINGHAM.

Framingham, Middlesex Co., Mass.
215 m. fr. N. Y. Fr. Boston, 21.

The station, half-way between Boston and Worcester, is at *South-Framingham*, a large and flourishing village in the south-eastern part of the town. Here are two hotels, a Baptist church, several stores, and several manufactories of boots and shoes, straw bonnets, etc. In the large and commodious station-house is a well-kept dining and refreshment saloon. There are two other large villages in the town. *Framingham Centre*, two and a half miles north of the station, beautifully situated on Sudbury River, is a handsome and prosperous place, and a fine view of it is had across Farm Pond, just west of the station. The State Normal School and the Middlesex county Fair Grounds are here, also the town-house, three churches, and an academy. The *Framingham Branch* runs from South-Framingham to Framingham Centre. *Saxonville* is in the north-east part of the town, also on Sudbury River. The New-England Worsted Company here have extensive mills for the manufacture of blankets, coatings, buntings, etc. It is near the head of Cochituate Lake, a beautiful sheet of water, from whence water is carried by the Cochituate Aqueduct into the city of Boston. A branch extends to this place from Natick, the next station east of Framingham. The *Milford Branch*, diverging at the South-Framingham station, extends south-westerly through the large and flourishing village of *Holliston*, where a large business is done in the

manufacture of boots and shoes and of straw goods, to Milford, twelve miles. *Milford* is in Worcester county, and is a populous and rapidly growing place of about 10,000 inhabitants. The manufacture of boots and shoes and of straw goods is very extensively carried on. Besides this there are three grist-mills, two saw-mills, several machine-shops, two manufactories of sewing-machine needles, one foundry, besides manufactories of leather, shoe-lasts, clothing, carriages, harnesses, etc. There are six churches, a bank, a savings institution, an insurance office, and two newspaper establishments.

The *Boston, Clinton, and Fitchburg Railroad*, formerly called the *Agricultural Branch*, extends from Framingham Centre, (using the Framingham Branch in part,) then through Southboro, Marlboro, Northboro, Berlin, and Clinton to its junction with the Fitchburg and Worcester Railroad in Sterling, 28 miles. It is operated by the Boston and Albany Railroad Company, and is a very direct route through Fitchburg, Keene, and Bellows Falls to Rutland, Burlington, etc.

NATICK.

Natick, Middlesex Co., Mass.

219 m. fr. N. Y. Fr. Boston, 17.

A large and rapidly growing village in the centre of the town, just east of the foot of Cochituate Lake. It is noted for the extensive boot and shoe business carried on here, in which over 1000 hands are employed. There is also an extensive hat manufactory, employing 150 hands. Among other shops is one for the manufacture of base-balls, employing 25 females. There are in the town, five churches,

a high school, three hotels, and numerous stores. The larger portion of the beautiful Cochituate Lake, from which the city of Boston gets its supply of pure water, lies within this town, the railroad passing along its bank for about a mile west of the station. Charles River runs through the south-east part of the town, and on it is the village of South-Natick, about two miles south-east of the station. Here, near the Charles River, is erected a monument to John Eliot, who founded an Indian missionary settlement here in 1660, and devoted his life to the missionary work. He thoroughly mastered the Indian language, into which he made the first translation of the Bible. Natick is the name given by the Indians, to whom this locality was set off for their especial occupation. The *Saxonville Branch*, already mentioned, here unites with the main road. Hon. Henry Wilson is a citizen of this town.

WELLESLEY,

Needham, Norfolk Co., Mass.,

222 m. fr. N. Y. Fr. Boston, 14,

Formerly West-Needham, is a small but flourishing village in the western part of the town. It is being rapidly built up with suburban residences, for which the picturesque, undulating country around, offers unusual attractions. Around the shores of Wauban Lake, a little south-west of the station, are some very fine residences, with beautiful landscape gardens, etc. The Cochituate Aqueduct crosses the railroad a little west of the station, and passes by its side for a considerable distance.

GRANTVILLE.*Needham, Norfolk Co., Mass.***223 m. fr. N. Y. Fr. Boston, 13.**

Another flourishing suburban village, formerly called East-Needham. The town of Needham, in Norfolk county, has, within a few years, made rapid strides in enterprise, population, and wealth. Within its limits a great variety of business is carried on, including the manufacture of paper, boots and shoes, silk goods, machinery, hinges, paper collars, white lead, glue, paper bags, hosiery, shoddy, etc., much of which is on a quite extensive scale. Much of its growth, however, is due to the erection of suburban residences, occupied by people doing business in Boston, who are amply accommodated by the frequent trains run over this road and over the *Woonsocket Division* of the *Boston, Hartford, and Erie Railway*, which passes through the central village of the town, and through Charles River village in its southern part.

AUBURNDALE.*Newton, Middlesex Co., Mass.***226 m. fr. N. Y. Fr. Boston, 10.**

This is one of those delightful suburban villages which are only to be found in the vicinity of Boston. It is situated in the north-west part of the town, adjoining Charles River, which here forms the line of the town. Most of the residences display opulence and good taste. The Laselle Female Seminary occupies a pleasant site in a beautiful grove of trees a little south of the station. Newton Lower Falls is a manufacturing village about one and a half miles south of Auburndale, on both sides of the Charles River, partly

in Newton and partly in Needham. Here are paper mills, a woolen mill, and a silk factory. A branch diverges from the main road, just west of the bridge over Charles River, and crosses the river twice, making three bridges within the space of a mile.

WEST-NEWTON.*Newton, Middlesex Co., Mass.***227 m. fr. N. Y. Fr. Boston, 9.**

Another large and pleasant suburban village, which has grown nearly or quite into contact with the villages on either side along the railroad. This is indeed the case with all the four villages of Newton, which are traversed by the Boston and Albany Railroad. About two miles north of this station is the large and flourishing town of WALTHAM, in which are large and extensive manufacturing establishments, including bleaching and dyeing works, chemical works, and the well-known American Watch Company's immense establishment. This is the home of the Hon. N. P. Banks.

NEWTONVILLE.*Newton, Middlesex Co., Mass.***228 m. fr. N. Y. Fr. Boston, 8.**

A continuation of the series of suburban villages. A public high-school is located a little south of this village. Grove Hill Cemetery, on a beautiful and appropriately located site, is about one mile and a half south of the station, nearly in the geographical centre of the town. It is tastefully laid out with walks, drives, and shrubbery, and tenderly cared for.

NEWTON CORNER.*Newton, Middlesex Co., Mass.***229 m. fr. N. Y. Fr. Boston, 7.**

The name of this village expresses

its location in the north-east corner of the town. It forms a continuous village with Watertown, a portion of whose territory lies on the south side of the Charles River. Both are busy, enterprising villages, interspersed with many fine suburban residences. A little south of Newton Corner is a beautiful eminence, called Nonantum Hill. Nonantum was the former Indian name of the locality. Here Mr. Eliot first preached to the Indians in 1646, and here their first house of worship was erected. This is the last village in Newton through which the Boston and Albany passes ; but there are two other large and important places, namely, *Newton Centre*, about two miles south of Newton Corner, and *Newton Upper Falls*, about three and a half miles south-west. The Woonsocket Division of the *Boston, Hartford, and Erie Railway* passes through both. At Newton Centre is a flourishing theological seminary and a high-school. Newton Upper Falls is a manufacturing village of considerable importance, on the Charles River, which makes an extensive circuit nearly two thirds around the town, after having made a similar sweep in an opposite direction around a large part of Needham. The Cochituate Aqueduct passes across the town of Newton, between the two railroads, which traverse it from east to west. There are few more pleasant or popular places of residence in this beautiful section of country than the town of Newton.

ARSENAL STATION.

Brighton, Middlesex Co., Mass.

230 m. fr. N. Y. Fr. Boston, 6.

The railway here runs along near the Charles River, and on the opposite or

Watertown side are the extensive buildings and grounds of the United States Arsenal. Through trains do not, however, stop here. The Watertown Branch of the Fitchburg Railroad runs just north of the Arsenal grounds, about half a mile from the Western Railway.

BRIGHTON.

Brighton, Middlesex Co., Mass.

231 m. fr. N. Y. Fr. Boston, 5.

This is the great cattle-market of New-England. The village and market are about half a mile south of the station. Here are large cattle-yards for the accommodation of great droves of cattle, swine, and sheep, which are constantly arriving in the trains from western counties and States. In the southern corner of the township, one mile south of the village, is the Chestnut Hill Reservoir of the Cochituate Aqueduct, holding in reserve a supply of water for the city of Boston. Mount Auburn Cemetery is about a mile north of the station, within the limits of Watertown.

CAMBRIDGE CROSSING.

Brighton, Middlesex Co., Mass.

232 m. fr. N. Y. Fr. Boston, 4.

So called because it is the nearest point to Cambridge, to which there are two avenues, with bridges over the Charles River, one leading to *Old Cambridge*, where is Harvard University, etc., and the other to *Cambridgeport*, the distance to either being somewhat over a mile. Since the railroad was built, however, the eastern part of Brighton, around it, has rapidly grown up, making this station necessary for its own accommodation

COTTAGE FARMS.

Brookline, Norfolk Co., Mass.

233 m. fr. N. Y. Fr. Boston, 3.

The railroad here runs along the south bank of the Charles River, and a vast and magnificent panorama is spread out before the traveler. On the north is the city of *Cambridge*, including *Old Cambridge*, with her University buildings, churches, and the Astronomical Observatory, on a slight eminence in the distance; *Cambridgeport*, the business portion of the city, behind which rise the heights of *Somerville*, with their residences, churches, and school-houses; and still further east, *East-Cambridge*. Beyond East-Cambridge is *Charlestown*, in which Bunker Hill rears its lofty and imposing monument. *Boston*, the great fountain of all this life and activity, occupies the central portion of the picture, its numerous spires and crowded mass of brick buildings gradually rising toward the centre, where the dome of the State-House crowns the whole, and gives it an artistic finish and symmetry very pleasing to the eye. Sweeping around to the south and west of Boston, and connected with it in a continuous mass of buildings, is *Roxbury*, which spreads backward into the beautifully undulating country in its rear, and joins the charming suburban towns of *Dorchester*, *West-Roxbury*, and *Brookline*, upon the sides and summits of whose pleasant hills numerous elegant residences are visible.

LONGWOOD, just south of the station, is one of the finest and most popular of the suburbs of Boston, and is occupied by some of her wealthiest and most distinguished business men.

Beacon street, running through its centre, is the continuation of the same-named street in Boston, where it is one of the most patrician thoroughfares. It derives its name from Beacon Hill, over which it passes, and upon which stands the State House. The fashionable quarter of the city is now extending from Beacon Hill into the "Back Bay Lands," towards the west. These lands were formerly overflowed by tide-water, but are now being rapidly filled up, and converted into high and solid ground, upon which some of the finest residences in Boston have been erected.

BROOKLINE JUNCTION.

Brookline, Norfolk Co., Mass.

234 m. fr. N. Y. Fr. Boston, 2.

This is the junction of the Woonsocket Division of the *Boston, Hartford, and Erie Railroad*, which passes through Brookline, Newton, Medway, etc., to Woonsocket, R. I., where it connects with the Providence and Worcester Railroad. This road is now in process of extension to Pascoag, R. I., and forms a part of what is called the "Air Line Route from Boston to New-York."

PROVIDENCE RAILROAD CROSSING.

Boston, Suffolk Co., Mass.

235 m. fr. N. Y. Fr. Bos. Sta., 1.

This is not a station, but the cars stop here in accordance with a State law which, to prevent accidents, requires that wherever two roads cross on a level, trains approaching the crossing shall come to a full stop a short distance before reaching it. This is the crossing of the Boston and Providence Railroad,

BOSTON.

The metropolis of New-England, and the second commercial city of America, occupies a peninsula, lying between the Charles River and Boston Bay, which constitutes the *old* portion, or *Boston proper*, while included within the city limits are *East-Boston* and *South-Boston*, the former being separated from Boston proper by a portion of the harbor, and the latter by a narrow creek, the outlet of "South Bay." On the south-west it is connected with Roxbury by what is called the "Neck," once a narrow isthmus, but now much enlarged, to make room for a rapidly increasing population. Its surface is very uneven, rising, at three different points, into elevations of considerable height. One of these, called Beacon Hill, is 138 feet above the sea level. It was called by the Indians "Shawmut," and by the early English settlers "Tremont," or "Trimount," appellations that still cling to some of its principal avenues. In part owing to the unevenness of its surface, and because it was originally laid out upon no systematic plan, its streets are perhaps the most irregular of any city in the country.

Recent improvements, however, have remedied some of those defects, so that Washington and Tremont Streets, which are its principal thoroughfares and promenades, are convenient and capacious.

As the oldest city of the New World, it abounds with traditionary and histo-

rical associations, while for the high social culture of its society, the eminent literary talent of its numerous writers, the eloquence and forensic ability of its public speakers, as well as for the energy, enterprise, and public spirit of its merchants and business men, it stands preëminent among the cities of America.

Its location is upon the best harbor on the New-England coast, opening to the sea between two points nearly four miles distant from one another—*Point Alderton*, on Nantasket, and *Point Shirley*, in Chelsea. It is sheltered from the ocean by the peninsulas of which these two points are the extremities, and by a number of islands, between which are three entrances. The main passage, between *Castle* and *Governor's Islands*, is so narrow as scarcely to admit two vessels to pass abreast, and is defended by *Fort Independence* and *Fort Winthrop*. *Fort Warren*, recently erected, guards the outer entrance to the harbor. This harbor is easy of access, affording good anchorage-ground for the largest vessels. It is plentifully studded with islands, some of which are occupied with public buildings, and are well worth visiting.

SOUTH-BOSTON

Extends about two miles along the south side of the harbor, between Boston proper and Fort Independence. It embraces about 600 acres, is hand-

somely laid out, its principal streets intersecting at right angles. It has numerous and extensive foundries, machine-shops, and other manufactories. At Alger's foundry immense cannon are cast. Near its centre, about two miles from the State House, are the famous *Dorchester Heights*, which the Americans fortified in 1775, thus enabling them to expel the British from the city. They rise 130 feet above the ocean level, affording a fine view of the bay and surrounding country. Here is situated a capacious reservoir of the Boston Water Works, and a large and well-managed asylum for the blind. South-Boston also contains the Houses of Industry Correction, and Reformation, belonging to the city. These are on a large scale, and occupy about sixty acres of ground.

EAST-BOSTON

occupies what was formerly known as *Noddle's Island*. It was the private property of a few individuals previous to 1832, when it was laid out in streets and city lots. It is now an important business section of the great city, and is engaged in ship-building and various branches of manufacture. A wharf 1000 feet long is devoted to the use of the Cunard line of steamers to Liverpool.

BOSTON COMMON.

Notwithstanding its circumscribed limits, Boston contains one of the finest public parks to be found in any city. *Boston Common*, containing nearly 50 acres, occupies a central position, embracing a variety of surface, with inviting walks beautifully shaded, grassy lawns, and giant elms, some of which have stood for more than 100 years. In the centre is a small pond, the site of

the ancient "Frog Pond," where a fountain sends up its showering stream 60 or 70 feet into the air. These entire grounds are inclosed by an iron fence. The Common is bounded on the north, east, and south by Beacon, Tremont, Boylston, and Park streets, upon which stand many of the finest and oldest mansions of the city. On the west, separated from it by Charles street, is the Public Garden, containing some 24 acres, ornamented with walks, artificial ponds, and fountains, parterres of shrubs and flowers, and a fine conservatory. The tourist will be well repaid by a stroll through its pleasant walks, from which it is but a short distance to the magnificent avenues lined with elegant and costly buildings on what is called "Back Bay."

PUBLIC BUILDINGS.

Among the *public buildings* the *State House* is the most conspicuous, fronting the Common, on the summit of Beacon Hill, surmounted by a towering dome 50 feet in diameter, reaching the height of 120 feet from the ground and 230 above the level of the sea. The view which is afforded from its cupola is unsurpassed by any in the United States. The entire city comes beneath the vision; the harbor with its islands of beauty and moving fleets, the towering column on Bunker's Hill, innumerable villages, elegant villas, and fertile fields, all unite in forming a *panorama* so grand and varied that once beheld it can never be forgotten. This edifice was commenced July 4th, 1795, and completed in 1798. In front stand the bronze statues of Daniel Webster and Horace Mann, and upon the entrance floor, Chantrey's marble

statue of Washington, around which are tastefully grouped the colors of the different regiments engaged in the late war, with trophies of the Revolutionary War, etc.

Faneuil Hall, called the "Cradle of Liberty," is in Faneuil Hall Square, its main entrance being upon Merchants' Row. It is built of brick, 100 feet long, 80 wide, and three stories high. It is 125 years old, a gift to the city from Peter Faneuil, a distinguished merchant of Boston. The main hall is 76 feet square, containing some fine paintings and portraits of distinguished Americans, among them those of Washington, of Webster, of Lincoln, and others. It is used for political gatherings, public meetings, etc. It is an object of great interest to every American. Here, in stirring Revolutionary days, orators fired the people with courage and enthusiasm to resist British aggressions, and often since, its walls have resounded with the eloquence of America's greatest patriots and statesmen.

Quincy Market, immediately east of Faneuil Hall, was, at the time of its erection, the handsomest market-house in the United States. It is built of granite, is more than 500 feet long, 50 wide, and two stories in height, surmounted by a dome. The second story, called QUINCY HALL, is so constructed that it can be occupied as several apartments, or thrown into one, as occasion may require. Annual fairs are held here, when it is connected with Faneuil Hall by a temporary gallery or bridge.

The Boston *Custom-House* is another immense granite structure in the form of a cross, erected by the Federal Government at a cost of a million dol-

lars. From its roof a fine view of the harbor is obtained. Its dome is 90 feet from the ground.

The *Merchants' Exchange Building* is fire-proof, standing on the south side of State street. The front is built of Quincy granite, with four pilasters, each 45 feet high, and weighing 55 tons, and its roof is of wrought iron. In the centre of the basement story is the city Post-Office.

The *New City Hall*, fronting on School street, is of light-colored granite from Concord, New-Hampshire, completed in 1865, at a cost of \$600,000. In front of it stands the bronze statue of Franklin, a superior work of art.

The *Court-House*, in Court square, is a fine building of Quincy granite. It contains the rooms for the city, county, and United States Courts. In the basement is the "Lock-up," or "Tombs."

Boston Music Hall, between Washington and Tremont streets, is the largest and finest concert-room in New-England. In it has been placed the magnificent *organ*, belonging to the Music Hall Association. This instrument is the largest of the kind in this country, and the second in size in the world. It was built at Ludwigslust in Germany, and cost \$60,000. It has 89 stops and nearly 6000 pipes, and is 60 feet in height.

LIBRARIES.

Boston has been long and highly distinguished for its literary character, gaining for itself the title of the "Athens of America." It contains a large number of public libraries and institutions of learning, more than 100 churches, and more than 100 periodical publications and newspapers. The

Boston Public Library is on Boylston street, facing the Common, near Tremont street. It contains about 130,000 volumes. The *Boston Athenæum* was incorporated in 1807, and is rapidly becoming one of the most richly endowed literary institutions in the world. It stands on Beacon street, and is a fine building with a brown-stone front. The *Athenæum* contains, besides a library of more than 50,000 volumes, a fine gallery of sculpture, and one of paintings.

EDUCATIONAL INSTITUTIONS.

The *Public Schools* of Boston are the finest in the country. This city, from its earliest history, has taken great pride in caring for the education of the young, and thus laying deeply and firmly this best of foundations for the permanency of the State. The Superintendent of Public Schools, Hon. John D. Philbrick, has an office in the City Hall.

Harvard University, the oldest and most richly endowed college in the country, founded in 1638 by John Harvard, is at Cambridge, three miles from the city. It can easily be reached by horse-cars, leaving Bowdoin Square, opposite the Revere House.

BENEVOLENT INSTITUTIONS.

The benevolent institutions of Boston are numerous and well endowed. The *Boston Directory* contains a list of over 60 societies, under the head of "Religious, Charitable, and Reformatory." The most important benevolent institution of Boston is perhaps the Free City Hospital, in the rear of Worcester square, in the south-west part of the city, completed in 1864, at a cost of \$400,000.

SUBURBS.

In the vicinity of Boston are many interesting sights and localities. *Bunker Hill Monument*, a massive column of granite 220 feet in height, is in Charlestown, whither horse-cars run every few minutes. An inside, spiral flight of steps leads to the top of this lofty shaft, where a glorious prospect meets the eye. At *Charlestown* is a *United States Navy-Yard* and naval depot, which, with its immense war vessels and large quantities of guns and ammunition, is well worthy of a visit. Here have been built some of the largest iron-clads in the United States Navy.

Seven bridges connect Boston with the neighboring towns and cities, most of which are free to public travel.

Mount Auburn Cemetery is situated about a mile west of Harvard University, in Cambridge. It was laid out in 1831, and covers an area of 100 acres. Its surface is beautifully diversified with hill and dale. A natural growth of forest trees covers much of its area, adding a simple, majestic, and appropriate ornament to this hallowed spot. It contains tombs and monuments of a great variety of design, and of the most various and exquisite workmanship, and is adorned with rare flowers and shrubbery in the greatest profusion.

On account of the narrowness of its limits, many of the merchants and business men of Boston reside in its numerous and beautiful suburban towns and villages, which spring up and grow with unexampled rapidity. These are connected with the city by a network of railway and steamboat communication, running out from the city like the radii of a circle.

The region of country within ten or

fifteen miles around Boston, taken as a whole, surpasses in the beauty, good taste, and attractiveness of its residences, parks, lawns, and gardens that of any section of equal size in America, if not in the world.

TRADE AND COMMERCE.

As a business centre, Boston presents a scene of great commercial activity. Its wharves and warehouses are on a scale of unsurpassed magnitude and solid grandeur. *Long Wharf*, lined with spacious buildings, extends into the harbor 1800 feet, and with the numerous other docks and wharves make an aggregate length of over 5 miles. The merchant princes of this city have filled its central portion with some of the finest stores and storehouses in the world, for the accommodation of their immense traffic. Most of these are built of granite, elegantly ornamented and presenting a peculiarly solid and enduring appearance. The numerous lines of railroads and steamers that converge here continually pour into this great metropolis the vast products of near and remote sections of the country. Boston is the largest wool market in the United States, and the number and variety of its manufactures are too many to enumerate. The foreign commerce of Boston has always been great, and extends to every nation on the globe. Her coasting trade is also immense, and along her docks or anchored in her capacious harbor may always be seen forests of masts and vessels from all parts of the world. Three fourths of the trade carried on between the United States and Russia and one half the trade with the East-Indies come to this port. It is difficult to

estimate fully its commercial importance.

RAILWAY STATIONS.

The *railway stations* are *seven* in number, and are generally accessible by one or the other of the various lines of street-cars :

That of the *Old Colony Railroad*, on Kneeland street, South-End.

Worcester Railroad Depot, corner of Beach and Lincoln streets, South-End.

Providence Railroad Depot, Pleasant street, foot of the Common.

Boston and Maine Railroad Depot, Haymarket square, end of Union street.

Eastern Railroad Depot, for Portland, Causeway street, end of Friend street.

Fitchburg Railroad Depot, Causeway street, near Warren bridge.

Lowell Railroad Depot, Causeway street, near Lowell street.

STEAMBOAT LINES.

Steamers for Augusta, Gardiner, Bath, and Kennebec River leave the foot of *Long Wharf* daily. Steamers for Calais, Eastport, and St. John leave foot of Commercial Wharf. Those for Portland and Montreal leave from India Wharf. Steamers for New-York and Baltimore leave from Central Wharf. Steamers for Philadelphia leave Long Wharf, foot of State street. Steamer for Bangor and the Penobscot from Foster's South Wharf. Steamers for Liverpool and Halifax (Cunard Line) leave East-Boston twice a month, sailing on Wednesdays.

During the summer months numerous *excursion* steamers are in readiness to take the visitor to Nahant, Chelsea Beach, and other places of interest within the Bay.

"SHORE LINE" EXPRESS ROUTE.

NEW YORK AND BOSTON.

THROUGH TRAINS.

<i>Trains Leave.</i>	A.M.	P.M.	P.M.	<i>Trains Leave.</i>	A.M.	A.M.	P.M.
New York, 42d st..	7 50	12 50	9 00	Boston	11 10	.....	9 30
Stamford	9 20	2 09	10 30	Mansfield	11 58	.....	10 15
				P.M.			
Norwalk	9 41	2 27	10 48	Providence	12 40	8 00	11 00
Bridgeport.....	10 14	2 58	11 20	Greenwich.....	1 00	8 35	11 28
New Haven	10 49	3 36	12 00	Kingston	1 24	9 08	11 54
	P.M.		A.M.				
Connecticut River.	12 17	4 20	12 30	Westerly.....	1 55	9 49	12 28
Lyme.....	12 22	4 43	12 35	Stonington	2 05	9 56	12 38
				A.M.			
New London	1 00	5 15	2 10	New London	2 50	11 15	1 20
Stonington.....	2 05	6 04	2 45	Lyme	3 05	11 55	.....
Westerly.....	2 16	6 15	2 55	Connecticut River..	3 26	12 00	.....
				P.M.			
Kingston.....	3 00	6 50	3 33	New Haven.....	4 40	1 40	3 10
Greenwich.....	3 29	7 10	3 56	Bridgeport.....	5 23	2 34	3 45
Providence.....	4 15	7 35	4 30	Norwalk	5 51	3 04	4 14
Mansfield	5 05	8 17	5 20	Stamford	6 10	3 25	4 33
Boston	6 10	9 05	6 30	New York, 42d st..	7 30	4 45	5 55

Sunday Train Leaves New York, 9.00 P.M.; Leaves Boston, 8.30 P. M.

NEW YORK AND BOSTON EXPRESS LINE— SPRINGFIELD ROUTE.

Mls.	A.M.	P.M.	P.M.	*P.M.		A.M.	P.M.	P.M.	A.M.
					LEAVE. ARRIVE.				
2	8 00	3 00	8 00	7 00	New York 42d st...	3 22	5 15	11 12	5 25
36	9 20	.....	9 32	.....	Stamford.....	.....	4 09	9 56	4 08
44	9 41	.....	9 51	.....	Norwalk.....	.....	.....	9 37	3 47
58	10 14	4 58	10 30	.....	Bridgeport.....	.....	3 25	9 05	3 16
76	10 49	5 33	11 10	.....	arr. { N. Haven { l've	.....	2 50	8 30	2 40
	11 00	5 55	11 20	9 50	l've { N. Haven { arr	2 30	2 15	8 30	2 40
94	11 37	6 37	11 57	.....	Meriden.....	.....	1 25	7 59	2 03
101	11 57	6 54	.....	.....	Berlin.....	.....	1 12	7 41	.....
112	12 23	7 19	12 40	.....	Hartford.....	.....	1 03	7 20	1 26
138	1 10	8 05	1 40	.....	arr. { Springfield { l've	.....	12 15	6 30	12 30
	1 45	8 10	2 00	12 02	l've { Springfield { arr.	12 25	11 55	6 15	12 30
153	2 14	8 38	2 32	.....	Palmer .....	.....	11 30	5 48	12 05
167	2 43	9 03	3 04	.....	West Brookfield.....	.....	11 05	5 23	11 37
192	3 20	.....	4 08	.....	arr. { Worcester. { l've	.....	10 05	4 30	10 35
	3 20	9 55	4 20	.....	l've { Worcester. { arr.	.....	10 25	4 25	10 30
215	.....	10 36	5 06	.....	South Framingham...	.....	9 15	3 41	9 43
236	4 50	11 20	5 50	4 15	Boston	*8 30	9 00	3 00	9 00
	P.M.	P.M.	A.M.	A.M.	ARRIVE. LEAVE.	P.M.	A.M.	P.M.	P.M.

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Respectfully,

THE EDITOR OF TAINOR'S ROUTE AND CITY GUIDES.

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EASTWARD. { *June 1, 1873.* } WESTWARD.

2	12*	8	STATIONS.			1	5	3*
Day Exp.	Lghtng Exp.	Cinc'ti Exp.	Arr.	New York.	Lva.	Day Exp.	Exp. Mail.	Lghtng Exp.
7.00 P.M.	7.00 A.M.	10.40 A.M.	Arr.	New York.	Lva.	9.00 A.M.	11.00 A.M.	7.00 P.M.
—	6.48 "	11.03 "	"	Newark.	"	—	9.28 "	7.08 "
6.37 "	5.50 "	9.55 "	"	Paterson.	"	—	12.00 M.	8.02 "
—	—	8.19 "	"	Goshen.	"	—	2.16 P.M.	—
5.10 "	3.53 "	8.02 "	"	Middletown.	"	—	2.39 "	9.47 "
4.25 "	2.50 "	7.10 "	"	Port Jervis.	"	12.10 P.M.	3.40 "	10.40 "
3.45 "	—	6.25 "	"	Lackawaxen	"	1.03 "	4.37 "	11.30 "
1.36 "	11.34 P.M.	4.04 "	"	Deposit.	"	3.09 "	7.35 "	2.04 A.M.
†12.45 "	—	3.20 "	"	Susquehanna.	"	†4.00 "	†8.25 "	2.50 "
12.30 "	—	3.05 "	"	Great Bend.	"	—	8.47 "	—
12.02 "	10.05 "	2.31 "	"	Binghamton.	"	4.44 "	9.35 "	3.40 "
11.21 A.M.	9.21 "	1.47 "	"	Owego.	"	5.25 "	10.40 "	4.25 "
10.47 "	8.40 "	1.13 "	"	Waverly.	"	6.02 "	11.33 "	5.03 "
10.10 "	7.58 "	12.35 "	"	Elmira.	"	6.35 "	12.35 A.M.	5.40 "
9.40 "	7.25 "	12.01 "	"	Corning.	"	7.07 "	1.22 "	6.17 "
5.35 "	4.00 "	—	Lve.	Rochester	Arr.	11.03 "	—	10.50 "
8.08 "	5.45 "	10.23 P.M.	Arr.	Hornellsville.	Lve.	†8.50 "	3.00 "	†8.10 "
6.15 "	3.40 "	†7.45 "	"	Attica.	"	10.54 "	6.37 "	10.35 "
5.00 "	2.30 "	6.30 "	Lve.	Buffalo.	"	12.05 A.M.	8.10 "	11.45 "
4.44 "	1.45 "	5.50 "	"	Niagara Falls.	"	12.55 "	9.50 "	12.22 "
4.40 "	1.40 "	5.45 "	"	Suspension Bdge	"	1.00 "	10.00 "	12.27 "
4.30 "	1.30 "	5.40 "	"	Clifton.	Arr.	1.05 "	—	12.32 P.M.
†7.55 "	5.45 "	—	Arr.	Hornellsville.	Lve.	†8.53 "	3.00 "	†8.00 A.M.
7.00 "	4.53 "	—	"	Genesee.	"	9.51 "	4.00 "	9.00 "
5.00 "	3.00 "	—	Lve.	Salamanca.	Arr.	11.38 "	6.05 "	11.05 "
3.25 "	1.15 "	—	"	Dunkirk.	"	1.50 A.M.	8.00 A.M.	12.50 P.M.
8.00 P.M.	7.05 A.M.	—	<i>Via A. & G. W.</i>			6.50 "	3.50 P.M.	7.35 "
11.30 A.M.	9.45 P.M.	—	Lve.	Cleveland.	"	4.55 P.M.	—	6.00 A.M.
			"	Cincinnati.	"			
7.05 P.M.	3.55 A.M.	7.45 A.M.	<i>Via G. W. & M. C.</i>			9.40 A.M.	—	10.10 P.M.
9.00 A.M.	5.15 P.M.	9.00 P.M.	"	Detroit.	"	8.00 P.M.		8.00 A.M.
			"	Chicago.	"			
10.45 P.M.	7.30 A.M.	11.05 A.M.	<i>Via L. S. & M. S.</i>			6.20 A.M.	2.15 "	7.15 P.M.
6.10 "	3.00 "	6.45 "	Lve.	Cleveland.	"	10.40 "	7.55 "	11.45 P.M.
9.20 A.M.	5.35 P.M.	9.20 P.M.	"	Toledo.	"	8.20 P.M.	6.50 A.M.	8.20 A.M.
			"	Chicago.	"			

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EDITORIAL ARTICLES,	THE HOUSEHOLD,	SCIENTIFIC & SANITARY,
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